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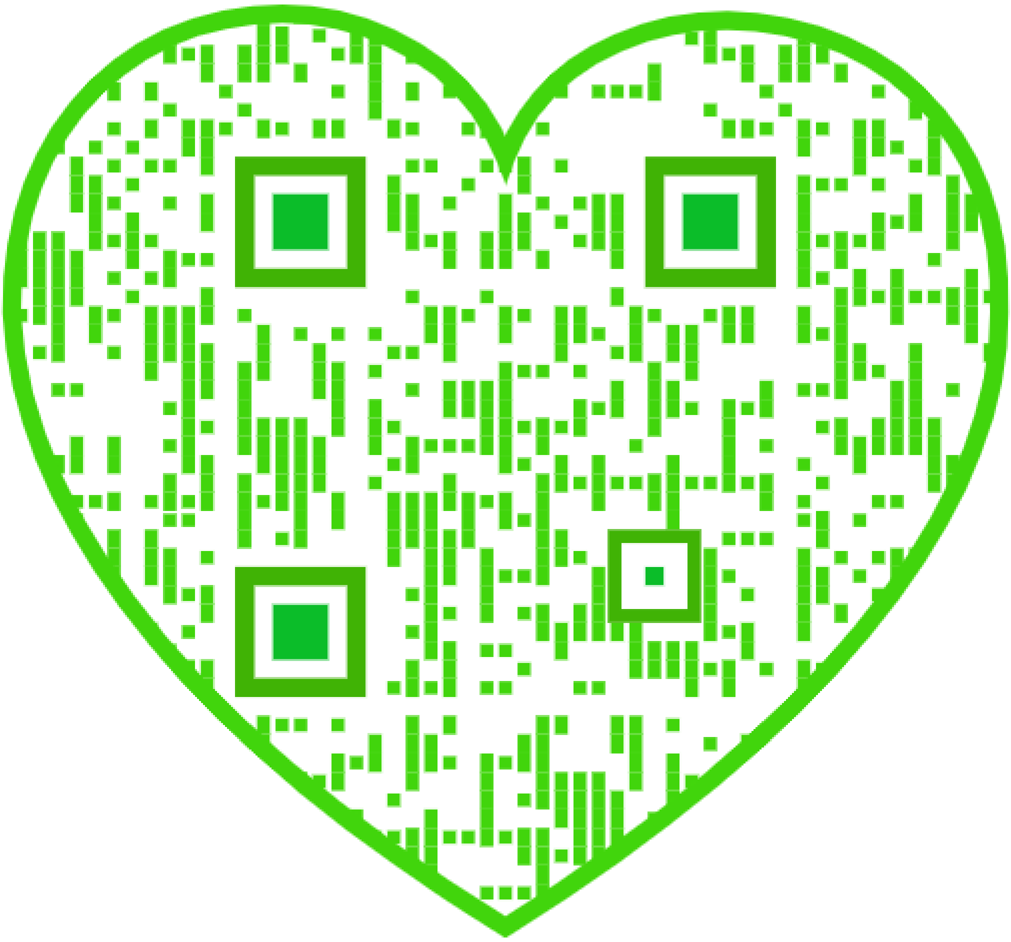

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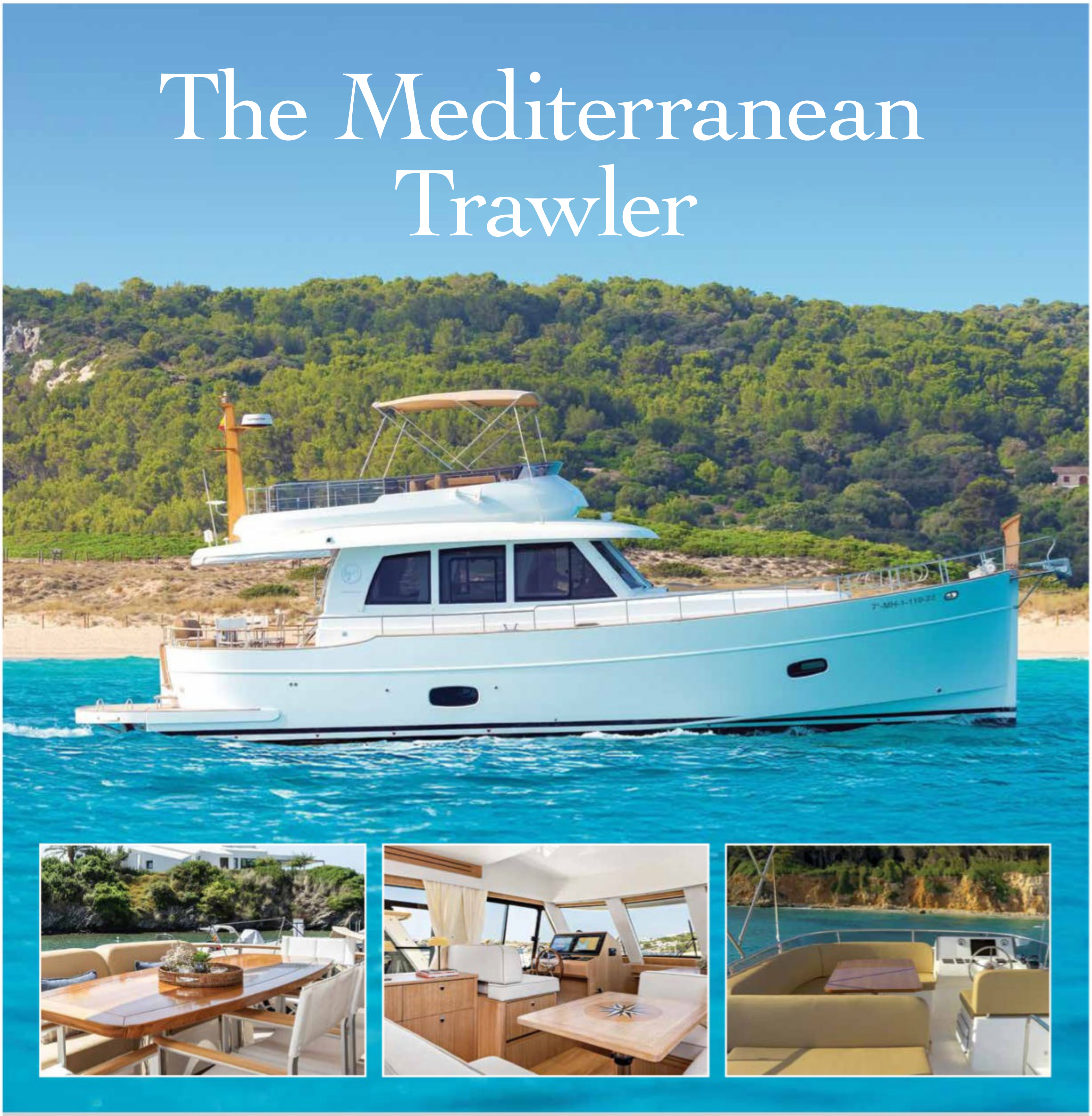
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EDITOR'S NOTE

The Matera 40.

Seize the moment

Welcome to the May 2025 edition of *Boating NZ*.

It is almost as if someone up there flipped the switch a week or so ago, replacing a long period of settled weather with rain, wind, and cooler temperatures.

With Donald Trump's ongoing tariff shenanigans, that's not a bad metaphor for the world economy! Uncertainty reigns, and Trump's next moves are impossible to predict.

Let's hope the New Zealand government keeps a steady hand on the tiller and its eyes fixed firmly on the horizon through these uncertain times.

But there's no point dwelling on what might or might not be. It's been a good summer for boating and judging by the level of enquiry at the recent Auckland Boat Show, we are feeling better about spending money on boats and accessories than we were last year. That's good news for the marine industry.

And there's plenty of quality product out there to spend it on. In this issue we feature a New Zealand designed and built sailing cat, Stephen Bull's Matera 40, a modern, fast yacht perfectly suited to cruising sailors.

We also spotlight two homegrown luxury motor launches, both designs from New Zealand's Elite Marine – one by Marra Marine, their first Elite, and the second, an AT43 from Allan Tongs Boatbuilders, one of the stars of the Auckland Boat Show.

The AT43 is a real New Zealand success story, a collaboration between Bill Upfold of Elite Marine and Allan Tongs Boatbuilders, who between them have created a 43-foot moulded GRP, semi-custom motor launch suitable for serial production. The vessel featured is already boat number 10.

There's plenty going on with Kiwi-built trailer boats, too, with new models, various updates and the introduction of new technology (see our Haines Hunter story this issue). Amphibious vessels are another strong trend and so are refits/re-powers.

And right now there are some amazing deals on offer, no matter what sort of boat you are after, whether new or second-hand.

Worth checking out, because one thing's for certain: there's no better way to spend your time than mucking around in boats.

John Eichelsheim
Editor

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022 Matera 40

Fast, modern cruising catamarans tick every possible sailboat box. The Matera 40 is a brilliant example, demonstrating New Zealand's own boat-designing and building expertise.

BY **ALEX STONE**

FIRST LOOK!

046 Candela C-8 Hardtop

Swedish company Candela leads the world in the development and distribution of electric foiling vessels, initially for recreational use and now also for commercial applications. The new C-8 is Candela's latest leisure craft, a much more mature and technically advanced model than its C-7 predecessor.

BY **JOHN EICHELSHEIM**

FIRST LOOK!

066 Elite 13.8m Sedan by Marra Marine

Tauranga's Marra Marine recently launched *Kaeā*—a 13.8m Bill Upfold Sedan design. She's the company's first Upfold build and, as such, brings Marra into the Elite 'fold' – an extensive group of local and offshore boatbuilders that have completed Upfold projects.

BY **LAWRENCE SCHÄFFLER**

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If you enjoy a long, steep, narrow and winding road trip, then Tennyson Inlet could be the perfect trailer boating destination for you. Located in the western arm of Pelorus Sound/Te Hoiere in the Marlborough Sounds, it offers almost endless boating opportunities in spectacular and diverse surroundings.

BY **TOM FRASER**

040 Not so fast!
Should we replace our petrol outboards with electrics? New research says no, and that over their full cradle-to-grave lifespan it is internal combustion engines burning sustainable fuels which offer the greenest path of all.

BY **CRAIG RITCHIE**

074 High-tech hardtops
Auckland's Haines Hunter has expanded its vacuum-infusion manufacturing production line, adding the popular 725 model's hardtop to the process.

BY **LAWRENCE SCHÄFFLER**

082 Allan Tongs' AT43 success
Designed by Bill Upfold and brought to life by Allan Tongs Boatbuilders, the Elite AT43 motor launch is more than just a beautifully crafted vessel – it's a boat that truly understands how Kiwis like to get out on the water.

BY **KIRSTEN THOMAS**

086 Windlass installation DIY
Installing an electric anchor windlass is not a difficult job but it does need care and a strong base if it is to operate safely. The V700 windlass from Lewmar that we are installing is very compact but packs a powerful punch.

BY **PETER CAPLEN**

102 Wooden Boat Festival – Oz style
The Australian Wooden Boat Festival is held every two years in Hobart and is often described as the biggest celebration of wooden boats in the Southern Hemisphere.

BY **ROGER MILLS**

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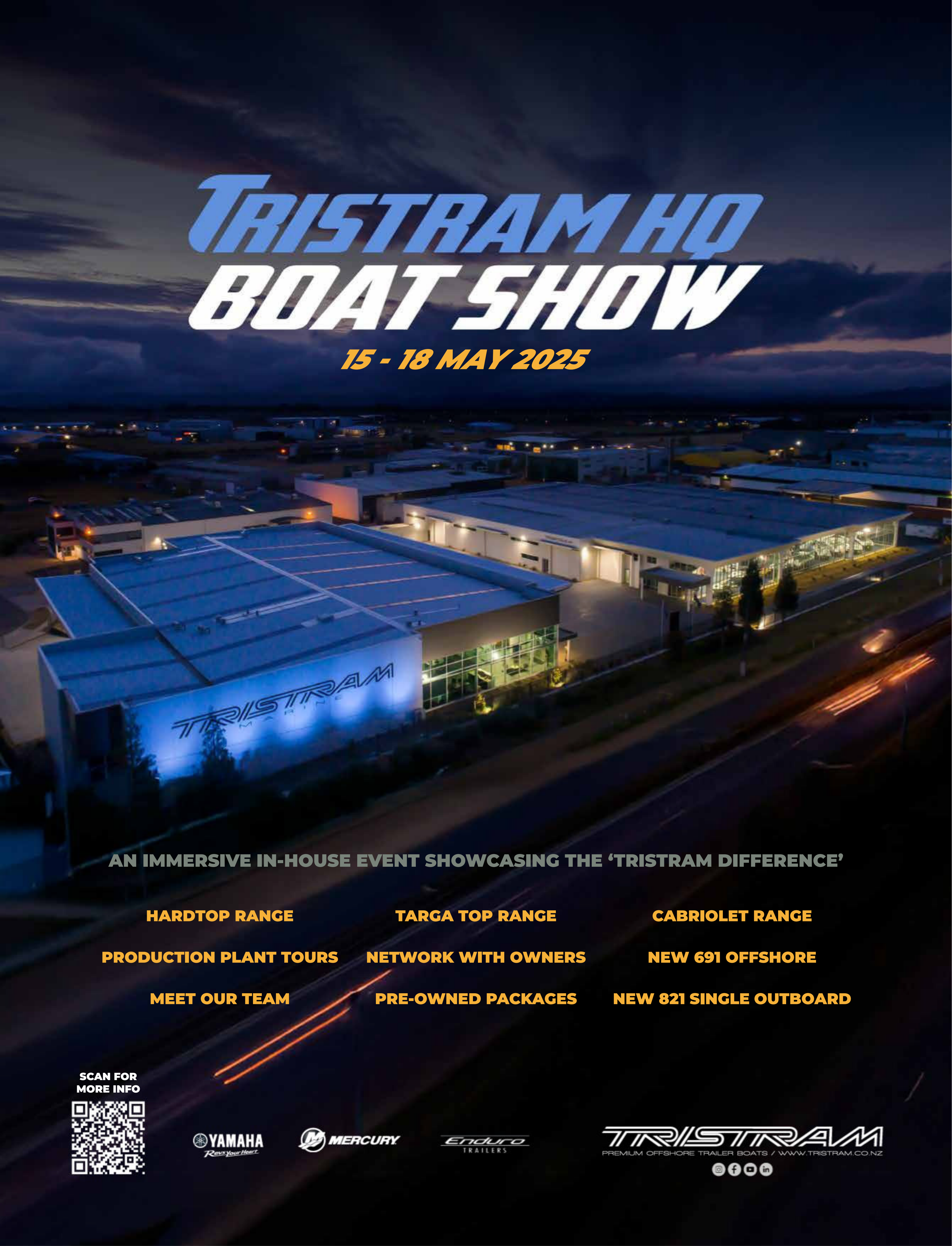

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EDITORIAL TEAM
Editor **John Eichelsheim**
editor@boatingnz.co.nz
Regular contributors **Roger Mills, Sarah Ell, Tom Fraser, Andrew Howard, Norman Holtzhausen, Harold Kidd, Mark Kitteridge, Tom Linskey, John Macfarlane, Tom O'Neil, Lawrence Schäffler, Alex Stone, Matt Vance**

CREATIVE TEAM
Art Director **Debra Tunnicliffe**
Production Manager **Mike Embleton**
Digital imaging **Willie Coyle**
Video Editors **Hummingbird Video and Photography**
Cover design **Debra Tunnicliffe**
Cover photos **Roger Mills, Geoff Cox**

DIGITAL TEAM
Web Editor **Chris Woodhams**
Social Media **Kirsten Woodhams**

ADVERTISING
Brett Patterson 0274733945
brett.patterson@boatingnz.co.nz
Tim Porter 0274952233
tim.porter@boatingnz.co.nz

MANAGEMENT TEAM
Publisher **Tim Porter**
Sales Director **Brett Patterson**

BOATING NEW ZEALAND CONTACT
Office 5 William Laurie Place,
Albany, Auckland 0632, New Zealand
Postal PO Box 301063, Albany
Auckland 0752, New Zealand
Telephone (09) 373 3436
Email editor@boatingnz.co.nz

PRINTING & DISTRIBUTION
Printer SCG Printing, New Zealand
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SUBSCRIPTIONS AND BACK ISSUES
FREEPHONE 0508 692 628
Website www.boatingnz.co.nz
Postal Boating NZ Subscriptions
PO Box 12028, Hamilton
3248, New Zealand

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The winner will be drawn live on May 18, 2025.

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www.boatshow.co.nz

Conrad, left and Rowan at the Viaduct.

AOTEAROA OCEAN RACING' SETS SAIL FOR GLOBAL STAGE

Acclaimed offshore sailor Conrad Colman and marine strategist Rowan Gyde have announced the formation of Aotearoa Ocean Racing. *Boating New Zealand* sat down with Colman and Gyde in Auckland to discuss their plans.

The syndicate is set to compete in the 2027 Ocean Race and later transition into the Vendée Globe. Colman, a veteran of the Vendée Globe and multiple round-the-world races, has long envisioned establishing a sustainable New Zealand campaign. The recent confirmation of the Ocean Race's return to Auckland in 2027 provided the perfect moment to launch this ambitious initiative.

Colman's 2016-2017 Vendée Globe campaign, where he finished under jury rig after a dismasting, cemented his reputation for perseverance and resourcefulness. His most recent Vendée Globe campaign, where he finished fourth for the non-foiling IMOCA class, reinforced his standing as a world-class sailor.

Rowan Gyde brings a wealth of experience from the marine industry, specialising in commercial strategy and bridging Kiwi innovation with the European sailing world. Through his consultancy, Kaha Marine, Gyde has facilitated numerous high-profile marine ventures. Together, they combine elite sailing expertise with commercial and strategic acumen to drive Aotearoa Ocean Racing forward.

Aotearoa Ocean Racing will campaign an IMOCA60, which will allow a seamless transition between the fully crewed Ocean Race and the solo, non-stop Vendée Globe and offer sponsors and supporters sustained global exposure.

Aotearoa Ocean Racing's goal is to build a long-term Kiwi presence in international offshore racing. They plan to establish bases in Lorient, France, where they can strengthen ties between New Zealand's marine industry and European counterparts, and in New Zealand. The campaign promises to open pathways for Kiwis to gain international experience in areas like yacht design, rigging, and boatbuilding.

Aotearoa Ocean Racing plans to collaborate with organisations like The Magenta Project to ensure that women have full access to elite sailing opportunities, reflecting the team's broader goal of making offshore sailing more accessible and inspiring for all Kiwis. Says Colman, "We want to reconnect everyday Kiwis with offshore sailing."

With the America's Cup increasingly shifting offshore and SailGP appealing to a niche audience, offshore sailing has been missing a grassroots connection in New Zealand. Aotearoa Ocean Racing aims to change that.

"We want every Kiwi to feel a part of this campaign. We're creating something uniquely New Zealand, accessible, and inspiring," says Gyde.

Securing additional corporate backing is essential, but as Gyde notes, "Our campaign spans two world-class races, giving brands an unparalleled return on investment."

Beyond competition, the team plans to collaborate with New Zealand's existing youth sailing programmes to inspire future offshore sailors. "This is our chance to give back to New Zealand," says Colman, "We're ready to sail, ready to win, and ready to represent every Kiwi on the world stage."

— Story by Chris Woodhams

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AUCKLAND MISSES OUT ON AMERICA'S CUP

The Royal New Zealand Yacht Squadron and Emirates Team New Zealand seriously explored the possibility of hosting the 38th America's Cup in Auckland, pending sufficient funding support from local and central government, according to a media statement last month announcing that Auckland was no longer in the running.

"The team was happy with the level of private support and had been working with Tātaki Auckland Unlimited, which was proactively spearheading the bid. So, it is with both disappointment and understanding to hear MBIE and Central Government have decided not to back the 38th America's Cup in Auckland in 2027.

"While the significant economic benefits of hosting the America's Cup and other major events are well proven, such as €1.034b ($1.9b NZD) of economic benefits in Barcelona in 2024, we understand there are other priorities for the New Zealand Government right now."

www.emiratesteamnz.com

SEA-DOO RALLY

WATCH IT

Over 120 fishing enthusiasts gathered in East Auckland on Sunday, March 16, aboard 90-plus Sea-doo PWCs – the largest assembly of Sea-Doo FishPros in New Zealand.

Hosted by fishing legend Andrew Hill, the event marked the launch of Sea-Doo's Social Club in New Zealand.

Participants enjoyed a group ride that finished in a carpark meet-up, where Sea-Doo owners admired each other's units and fishing equipment while mingling in a relaxed environment.

The event highlighted the growing popularity of personal watercraft (PWC) fishing, which offers advantages such as cost efficiency, manoeuvrability, and access to shallow or hard-to-reach fishing spots.

Sea-Doo is a pioneer in PWC fishing with the Sea-Doo FishPro range originally designed in conjunction with homegrown talent Andrew Hill.

https://sea-doo.brp.com
To see Andrew Hill's story, scan the QR code or visit https://www.youtube.com/watch?v=fvcNwUE6nM0&t=6s

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With exhibitor space almost sold out and new partnerships with Gold Bullion Australia, Moët Hennessy Australia and General Motors Speciality Vehicles (GMSV), this year's event is shaping up to be the most spectacular marine lifestyle experience yet. Expect the latest and greatest boating tech and equipment, exclusive waterside experiences and 330+ exhibitors, 760-plus boats and 2,500-plus marine products, making it a massive celebration of the marine lifestyle.

Tickets are on sale now via the SCIBS website.

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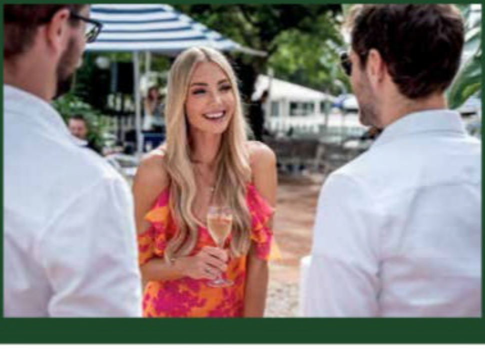

Sanctuary Cove Boat Show is promising to deliver the most spectacular marine lifestyle experience in Australasia.

"GREAT TO BE BACK!"

Veerle ten Have has made a near-perfect start to a new Olympic campaign, eight months after impressing at her debut Games.

The 24-year-old Tauranga sailor claimed bronze in the women's iQFOiL at the 2025 Princess Sofia Trophy regatta in Palma overnight, following a strong display of speed and consistency in her first major regatta since finishing 10th in Marseille last August.

"It feels great to be back competing with the fleet again and seeing all the faces, as many of them have already had a regatta in Cadiz and have been training together in Lanzarote," Ten Have said.

www.yachtingnz.org.nz

CATS THE STARS

SCIBS 2025 will host a range of exclusive product launches, showcasing groundbreaking advancements in marine technology, sustainable design, and luxury craftsmanship. Leading brands will introduce their latest offerings, including Aquila, Cure Marine, Dream Yacht Charters, Excess Catamarans, ILIAD Catamarans, K2 Marine, Leopard Catamarans, Multihull Central, Powercat Marine, Sailfish Catamarans, Scimitar Boats, TMG Yachts, Vicsail, Voyager Catamarans, X-Plorer Yachts and Yacht Sales Co.

Attendees will have the unique opportunity to board and explore these state-of-the-art vessels, book sea trials, and experience firsthand the unmatched stability, performance, and comfort of catamarans.

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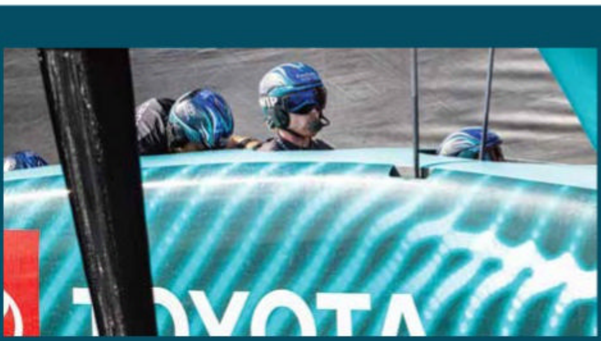

BURLING LEAVES ETNZ

Emirates Team New Zealand and Peter Burling have today confirmed that they have agreed to part ways ahead of the 38th America's Cup.

Discussions by the team management and Burling have been ongoing since Barcelona; however, they were unable to reach an agreement.

With the America's Cup now shaping up to be contested in more regular cycles, the requirements on team members are changing. As the balance between design, simulation, boat building, testing, and racing windows becomes more compressed, the integration of key sailors with the design team becomes more critical than ever.

Peter Burling said, "While I won't be continuing with Emirates Team New Zealand for the 38th America's Cup, I want to take a moment to reflect on an amazing journey. Over the past decade, I've had the privilege of being part of something truly special—from intense battles to unforgettable victories and friendships that extend well beyond sailing. I'm immensely proud of everything we've achieved together and grateful to everyone who has been part of this chapter."

Both Emirates Team New Zealand and Burling move forward with respect for one another and shared pride in the journey they've been on together.

www.emiratesteamnz.com

AUCKLAND CAPTAINS' LONG LUNCH

The Auckland Captains' Long Lunch, hosted by Rivergate Marina and Shipyard and Catalano Yacht Services Aotearoa, proved to be an outstanding gathering.

It brought together superyacht Captains and support services from around the South Pacific. The gathering welcomed 27 attendees, providing an excellent opportunity for networking and collaboration.

The event was held at Onemata in the Park Hyatt, which offered stunning views of the Auckland Viaduct, along with exceptional food and service.

Several notable yachts were represented at the event, including those currently cruising the South Pacific, enjoying world-renowned destinations such as Fiji, French Polynesia, and Vanuatu before making their way to explore Australia and New Zealand.

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RIVIERA 4300 SPORTS EXPRESS WORLD PREMIERE

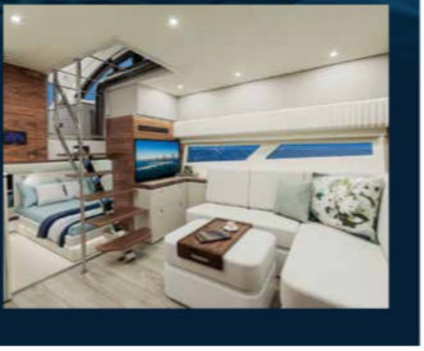
This year's Sanctuary Cove International Boat Show will showcase an exciting new luxury motor yacht from Riviera: the 4300 Sports Express.

Riviera owner Rodney Longhurst describes the new Sports Express as "Highly versatile, a yacht designed for all of us who wish we could spend more time on the water and want to make the most of every opportunity."

Riviera's 4300 Sports Express all-weather sports deck design means this luxury motor yacht is always ready when you are, whether for great day on the water or staying out overnight or longer enjoying the contemporary comforts of the living and accommodation deck.

With an innovative sea deck for water sports and a superb sun deck to stretch out in style, Riviera's versatile Sports Express offers so much more to enjoy.

www.riviera.com.au



OBITUARY

WARREN TAIT

1953 — 2025

Boating NZ was saddened to hear of the passing of Warren Tait on Saturday 29 March.

As owner of Electrics Afloat for over 30 years, Warren was well known and respected in the marine scene.

Warren was a great supporter of the New Zealand marine industry – and this magazine. We will miss him. Our thoughts are with his family and friends.

GAC PARTNERS THE OCEAN RACE

For an unprecedented fourth time in a row, GAC will be The Ocean Race's Official Logistics Partner, extending a successful collaboration that has been in place since 2014.

For the first time, GAC will support all three major events on The Ocean Race calendar: The Ocean Race Europe 2025, The Ocean Race Atlantic in 2026, and the flagship around-the-world race starting from Alicante, Spain, in 2027.

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review

Matera 40

WORDS BY **ALEX STONE**.
PHOTOGRAPHY AND VIDEO
BY **ROGER MILLS**
AND **ALEX STONE**

BELOW She's hard to miss with the bright-orange gennaker.

Ticking all the boxes

Fast, modern cruising catamarans tick every possible sailboat box.
Here's an exemplar from New Zealand's own boat designing- and building expertise.

There's a famous poster that's hung in high-pressure workplaces. It proclaims: FAST–CHEAP–GOOD. Then comes the kicker: Choose just two.

Likewise, in the complex world of all the compromises involved in yacht design, there evolved a saying that you couldn't realistically expect a sailboat to be FAST–SAFE–COMFORTABLE in equal measure. Until now. For the Matera 40 can respond without fear of contradiction: YES, YOU CAN! Just watch me!

The development of modern cruising cats, led mainly by Australian and New Zealand designers in the last generation, has rewritten what's possible in cruising yachts. How performance and safety can coexist without one compromising the other. How the profound beauty of travel under sail and the excitement of exploring new places from the sea have now been given a greater range, greater efficacy. And effortlessly too. Put simply, with a modern performance cruising cat, sailors can now go further, faster, safer. And, as an added bonus, anchor in closer and in more sheltered places.

So I was most excited to be able to go sailing on *Aventador*, the first of the new Matera 40 catamarans, built by Steve Bull, in partnership Kerry Pearson, both based on the Whangaparaoa Peninsula just north of Auckland.

As for benefits and advantages, the Matera 40 is all of the above – and more. For the boat simultaneously investigates and innovates the state-of-the-art of contemporary performance catamarans in ways that were revealed to me on our sail in the Hauraki Gulf.

But first, a bit of background. Steve Bull is an experienced boatbuilder, a wizard with carbon fibre. He tells a vivid story of how he helped with the construction of the first Team New Zealand 72ft foiling catamaran, especially in the practical carbon lay-up of the hulls, beams and foils. And going out on a misty Hauraki Gulf day for early sailing sea trials. The amazement of the build team (following in a chase boat that could only do 15 knots) when the big cat first lifted up on its foils and left them behind in its sea spray. From then on, Steve has been a confirmed and committed catamaran builder and

Stepping aboard the Matera 40, I'm immediately struck by the purposeful nature of everything I see.

designer. He has designed a smaller 7.5m cat and a powerful 14m fast cruising design (named *Fruition*, now in Queensland, Australia) and built many other boats in carbon fibre.

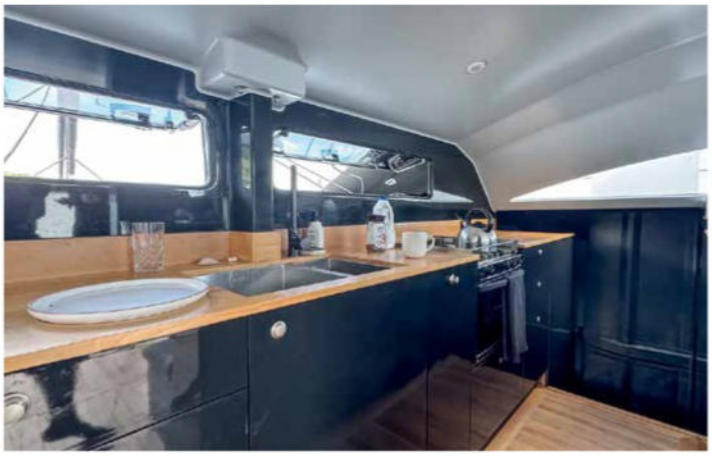
Kerry Pearson has a lifetime of knowledge in agencies and supplies for yachting and fine construction, including being the global distributor for the top-end Lightweight Goldcore plywood. Together Steve and Kerry make a fine team, combining boatbuilding, design, knowledge of materials, and business acumen – and more – in complementary ways. They have big plans for the Matera 40, and a future 50-footer too.

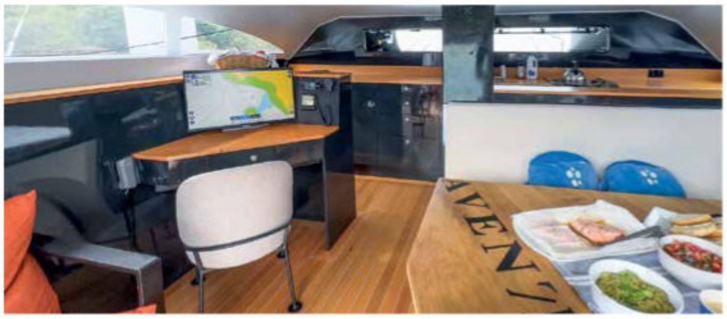
Essentially the boats are offered as high-end custom builds, with *Aventador* and the Matera 40 providing a blueprint for owner customisation. Not that I'd change a thing. Here's why.

Stepping aboard the Matera 40, I'm immediately struck by the purposeful nature of everything I see. This boat looks good (in a spunky, form-follows-function, almost futuristic way), and things just keep getting better on closer inspection.

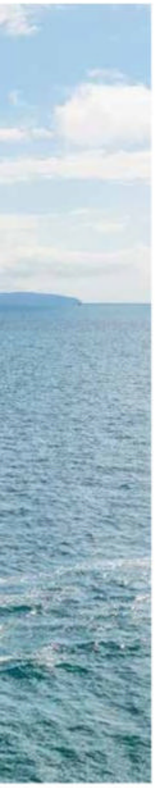
Here I am mentally comparing this fast cruising cat to our own, *Skyborne*, a Jeff Schionning Line Honours design (the prototype of the Waterline series range) – and wherever I look, I see clear improvements. In fact, Steve tells me that much of the inspiration for the design of the Matera 40 came from building Schionning, Roger Hill and Morelli & Melvin designs, plus from the work he's done on Gunboats.

Where previous designs in this genre may have had awkward sloping on-deck situations (especially at the front of the coachroof around the





THIS PAGE The Matera 40's interior is well appointed, practical and should be easy to live with. The galley faces forward, with good views, the saloon is spacious, and accommodation in the hulls is well appointed. What's not to like?



mast step), the Matera 40 has a flat and sheltered workspace for sail hoisting and lowering and furling and wide flat side decks. Where tripping hazards of sheets and control lines along the decks could have been, they're now hidden under the deck. The helming positions in some cruising cats don't have perfect visibility (witness the elevated 'pope-mobiles' of some cruising designs); the Matera 40 has a helm station that is beyond better in ergonomic terms. For hours on the boat, I kept on coming across more clever innovations.

For example, the jury appears to now have a verdict on the previous 'galley-up or galley-down' debate in catamaran design. (Galley up wins, mostly because of the view offered for the cook and other practical advantages.) *Aventador* takes this to a unique new perspective by having the galley up facing forward. This keeps the outlook (makes it better in my view), and clears the saloon for a wider, full-width, through flow from saloon to cockpit. As Steve Bull says, sitting at the saloon table making an expansive gesture around him, "This is all saloon. And this is all cockpit."

Like the fact the two auxiliary motors—quietly purring Honda 20hp four-stroke outboards—lift up entirely clear of the water with a plate on the skeg making the hull completely flush when not needed. So, no drag of underwater propellers when sailing. And, as Steve reminds me, "Outboards were never designed to stay in the water at all times." Right. Maintenance minimised. With the freshwater hose fitting for flushing right there. (The Matera 40 can carry 500 litres of freshwater aboard.)

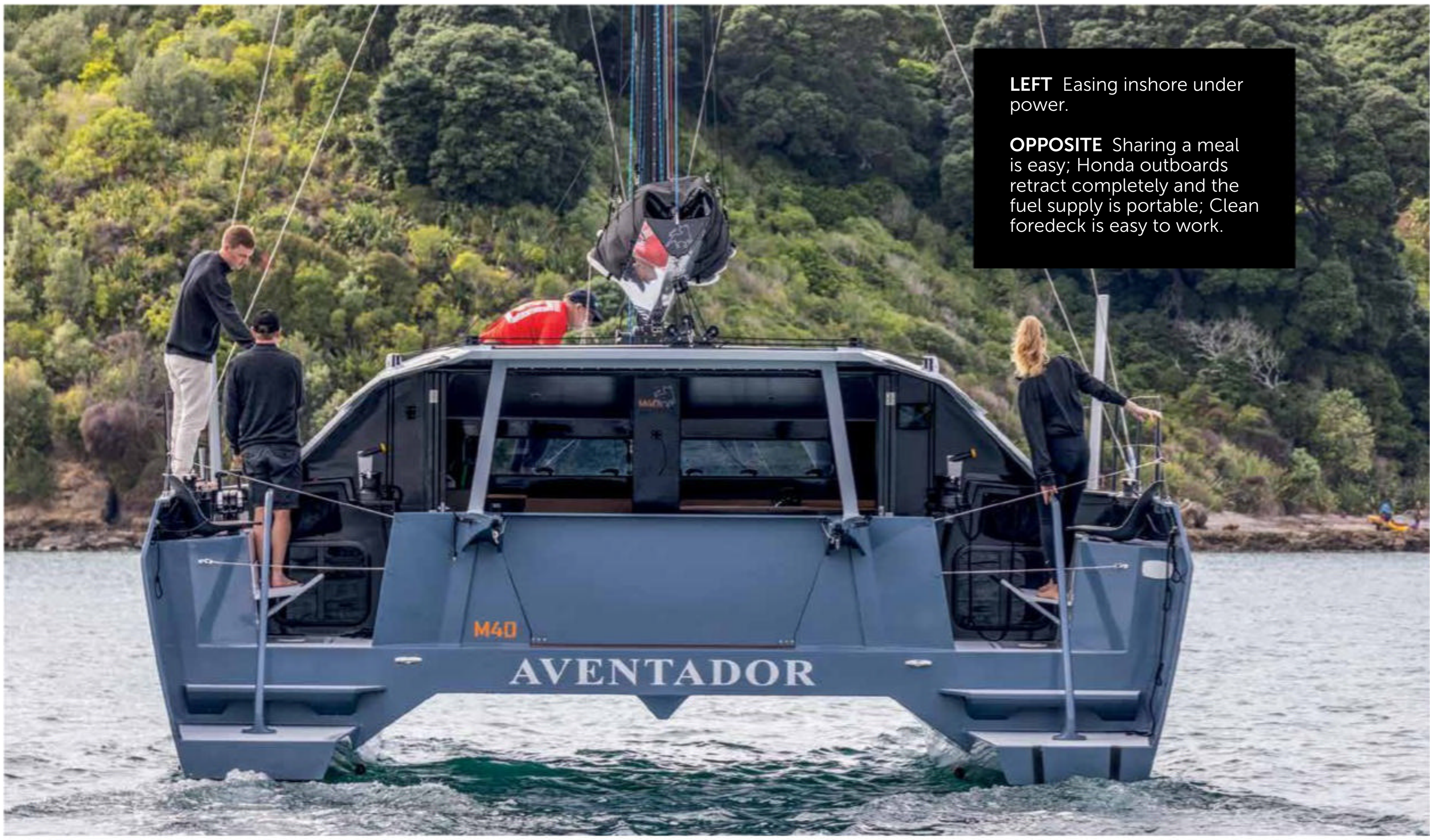
Further to that, the raising and lowering of the motors is effortless for the helmsperson while sitting at the steering station. The motors will propel the boat at around 8-9 knots and, more importantly, make headway into a 30-knot gale.

But it's the sails that do the most impressive pushing. Our outing was in fairly light winds, and in two circumstances, with Code Zero or gennaker deployed, *Aventador* was sailing significantly faster than the wind. Moving at eight knots in just under six knots of breeze—that's my kind of cruising speed, aye. Upwind, under full main and blade jib, we were matching wind speed at times. So in a way, the boat review in light airs was a bonus, as it effectively addresses the misinformation out there about cruising cats possibly being 'sticky' in soft breezes. No way with the Matera 40.

Also, a lovely feel for the boat, imparted through the impeccably engineered, smooth-turning tillers.

On the subject of the airfoils, the black working sails follow the carbon colour theme of the boat's interior. And are very beautifully built by the Evolution loft at Matakana.

Steve says, "I'm very pleased with them. I wanted sails that hold their shape under duress. These do."



LEFT Easing inshore under power.

OPPOSITE Sharing a meal is easy; Honda outboards retract completely and the fuel supply is portable; Clean foredeck is easy to work.

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Like other modern cruising cats, a further advantage is needing only a small sail wardrobe. *Aventador* has just four: the main (with two deep reefs), the furling blade jib; a furling Code Zero and a big bright orange gennaker. For serious offshore voyaging, Steve says he'd consider installing an inner forestay and a small jib that can run up that.

The Matera 40 carries the full main and blade jib up to 20 knots of true wind – then reduces sail with a succession of reefing and furling to balance the rig from there.

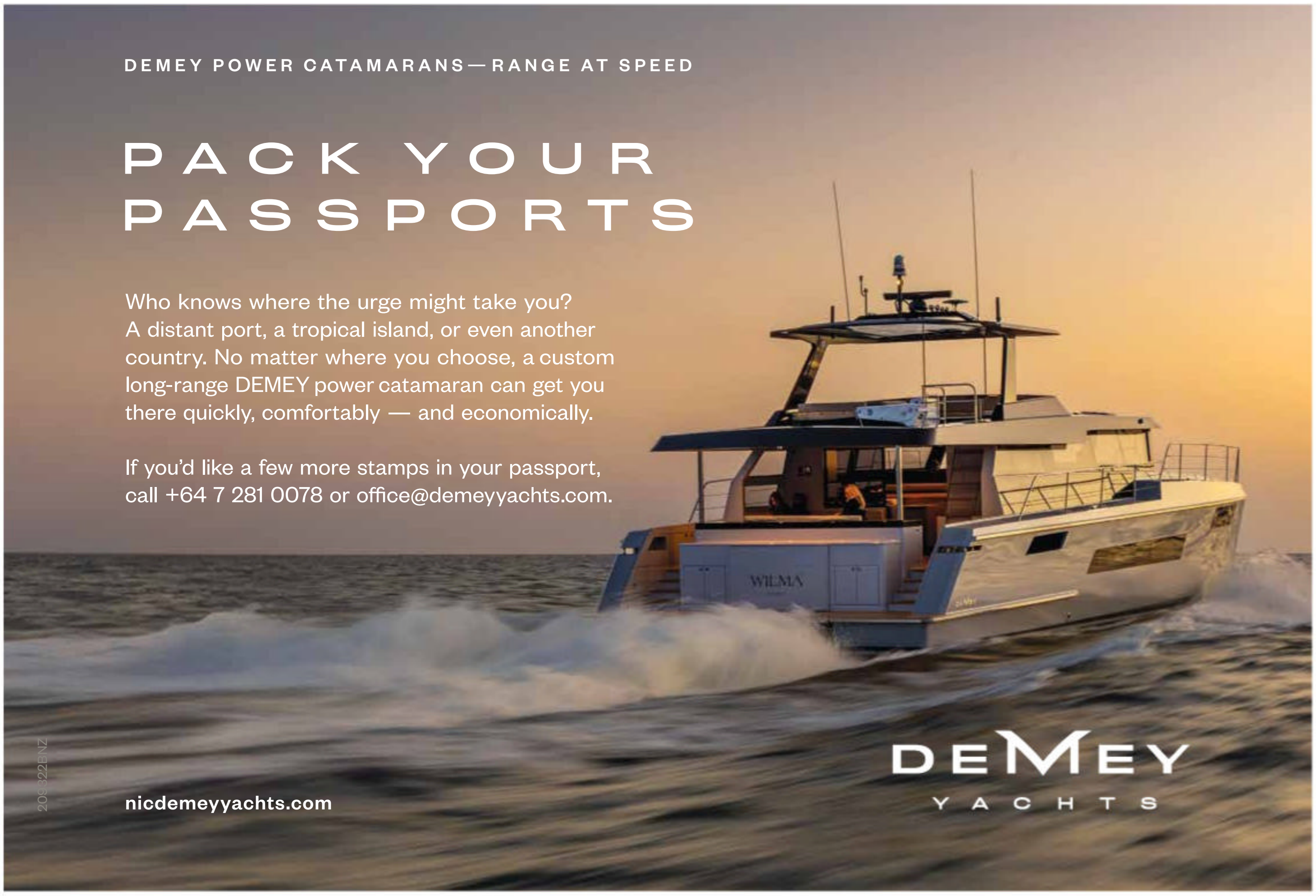
As for underwater foils, *Aventador* has deep daggerboards and low-aspect rudders, relatively small – as proven, that's all you need in efficient sailing catamarans. All of which means a surprisingly shallow draft for a 12m yacht, of 600mm for anchoring.

So for lunch – a magnificent spread provided by Steve's wife, Fleur – we were able to snuggle in close to the green bush-clad, birdsong-ringing shores of Tiritiri Matangi Island.

Lunch also demonstrated the easy elegance of entertaining for numbers of people. We had experienced young sailors Bree Reynolds-Smith (Captain for the day) and Dylan Browne aboard, and Roger Mills and Brett Patterson from the *Boating New Zealand* chase boat crew joined us too, stepping aboard from the stern platform. Around the table we talked further about the Matera 40 design and *Aventador* (see video).

The sense of the joined saloon and cockpit space is further enhanced by a fold-down sunbathing or dive platform in the middle of the boat, able to be lowered when the dinghy tender is down too.

Given the boat's light displacement – four tonnes lightship – the Matera 40 also has modest ground tackle. A 20kg anchor conveniently hung from under the forebeam and 8mm chain, with remote control for an electric up-and-down anchor winch. A generous-length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THIS PAGE There's a limited sail wardrobe, but it works very well.

anchoring bridle, easily attached, helps minimise swinging at anchor. The front trampoline is of no-stretch, near bulletproof Ferrari mesh. Black, to keep with the boat's colour theme, but surprisingly, cool underfoot.

Some construction notes: *Aventador*'s hull and deck panels were built using 400g carbon fibre cloth inside and outside, over a 15mm closed-cell PVC core. These were vacuum-moulded over MDF forms, resulting in remarkably smooth surfaces, needing almost no filling. Steve has it succinctly: "We had a good deal on carbon from NZ Composites. Result: less structure, less build."

Resin used was ADR 246, a West System product, with #28 Hardener and 'cooked' at 55° C. All done at Steve's boatyard in Hobbs Road, close to Gulf Harbour Marina.

This build philosophy—and its practical result—is best shown in the wide, uninterrupted arch of the coachroof above the saloon. Stiff, too, as I watched a crew member up there attending to the mainsail lazy jacks. The custom hatches throughout the vessel were manufactured in Henderson by Cule Marine.

The coachroof accommodates six 200W low-profile, flexible solar panels from top-end Italian manufacturer Solbain. On a sunny day, they can provide up to 26W per hour incoming power.

On that same expansive coachroof, two low, angled wooden rails can channel rainwater directly into the on-board water tanks. A nice low-tech touch. Effective too.

Under that roof, there's the big saloon, generous nav station, and forward-facing galley. In the hulls, which are almost identical, there's a fore-and-aft-facing double bunk towards the stern in a private cabin, an abeam-facing double bunk, then an ensuite for'ard of that. The boat is really set up for two couples, each having their own hull. If some kids come along – well, that's fine too.

There's a future Matera 50 as a gleam in Steve and Kerry's eyes too. Powerful, fast, simple, and stunningly eye-catching too. Just like the Matera 40. It will be the Gunboat of New Zealand catamarans.

For now, though, the emphasis is on getting the world to know about *Aventador* and the Matera 40. And on the basis of our sail and these photos, that shouldn't be hard.

For this is one stunning sailboat.

And bugger the clichés. I'd say, 'Simply the best.' BNZ

HIGHLIGHTS

Matera 40

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HIGHLIGHTS

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dwl	12.2m
loa	13.5m
boa	6.4m
draft (board up)	0.6m
draft (board down)	2.1m
displacement (light)	4000kg
displacement (loaded)	4800kg
length to beam ratio (hull)	10.5 :1
sail area: blade	30m^2; **main** 52m^2; **gennaker** 125m^2; **code 0** 582m^2; **stay sail** 13.52m^2
wing deck clearance	650mm
water tanks	480 litres
fuel tanks	120 litres

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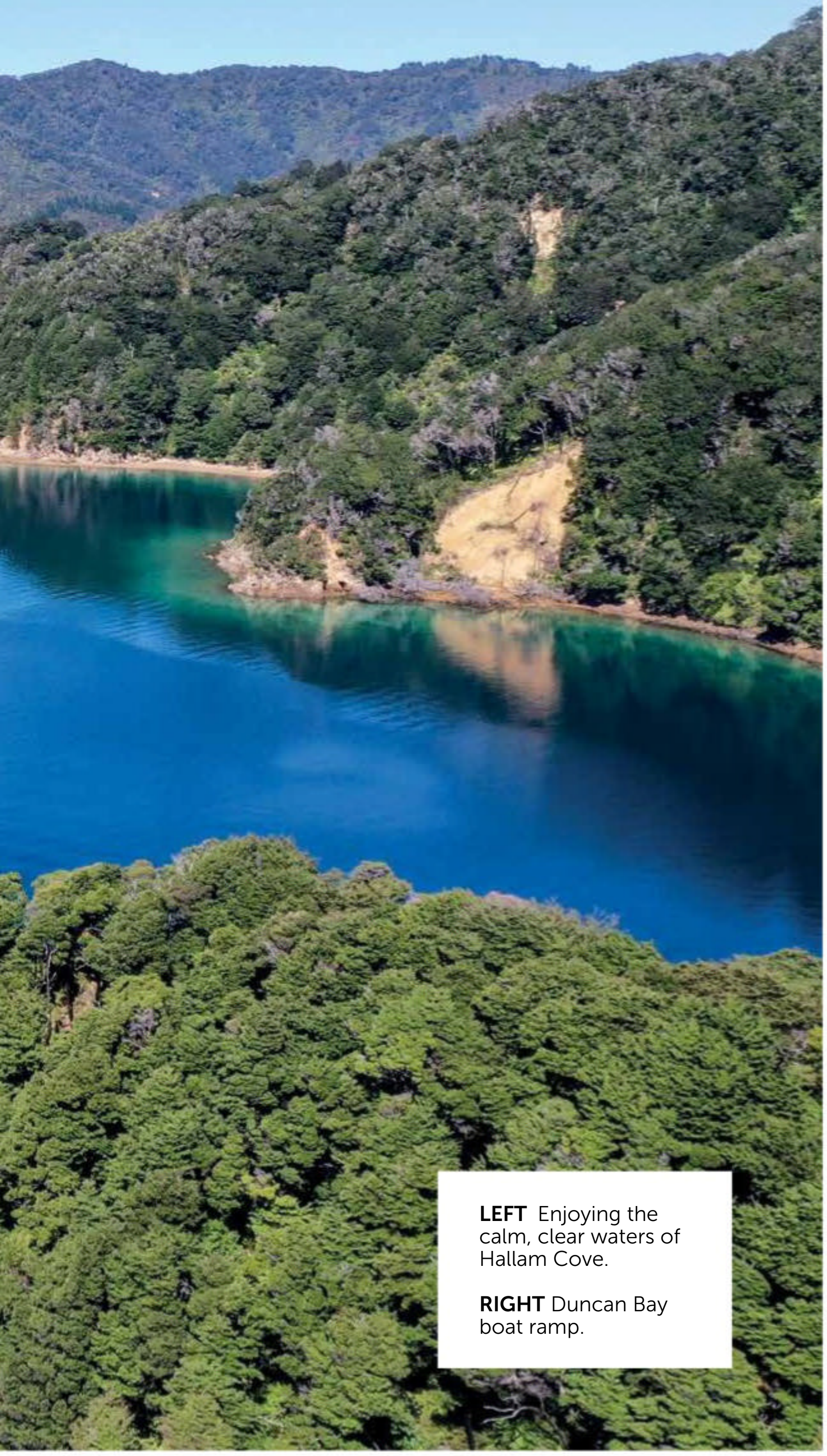
TIME OUT IN TENNYSON

If you enjoy a long, steep, narrow and winding road trip, then Tennyson Inlet could be the perfect trailer boating destination for you. Located in the western arm of Pelorus Sound/Te Hoiere in the Marlborough Sounds, it offers almost endless boating opportunities in spectacular and diverse surroundings.



LEFT Enjoying the calm, clear waters of Hallam Cove.

RIGHT Duncan Bay boat ramp.

feature

Trailer boat adventures

WORDS AND PHOTOGRAPHY BY **TOM FRASER**

However, the 40-minute, 32km drive from State Highway 6 at Rai Valley is not to be taken lightly with a trailer. The road takes you through the Ōpōuri Valley – a mix of scenic farmland as well as exotic and native forest – and over Ōpōuri Saddle. It might be just 520m above sea level, but the concentration required when towing a boat makes you feel you're heading over a rugged alpine pass.

After cresting the saddle, you'll wind slowly downhill to the quaint community of Duncan Bay and, after another 15 minutes, Penzance. Either way, these two locations are the closest boat ramps in the Marlborough Sounds from Nelson, so they do get plenty of use. They also host many holiday homes, as well as a few permanent residents.

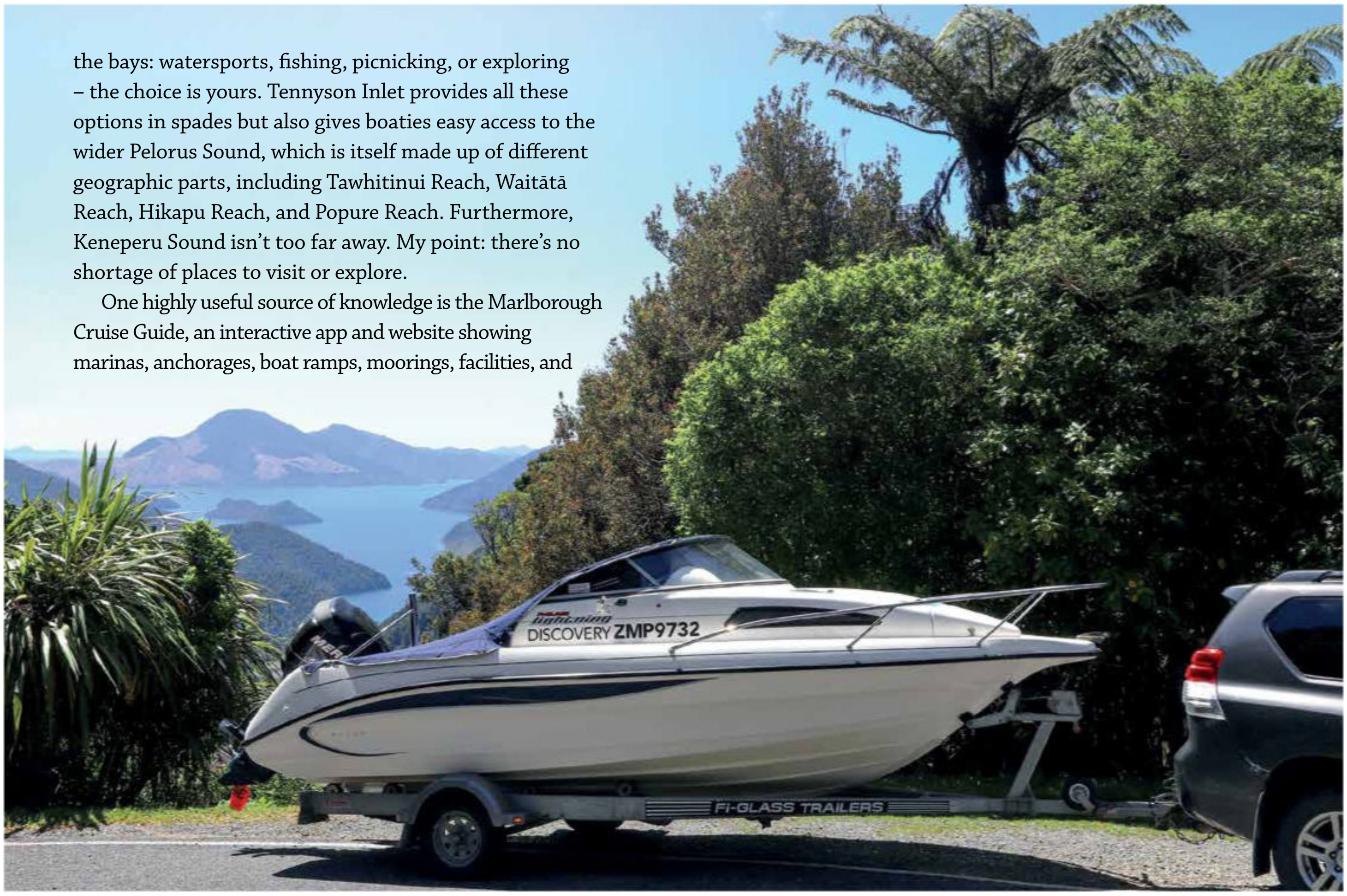
Tennyson Inlet encompasses the area from Duncan Bay to Tawhitinui Reach, about six nautical miles (11km) away, but for the purposes of this article, I'm also highlighting some other features and opportunities across the outer Pelorus Sound.

The Duncan Bay boat ramp is in good condition, but it can be tricky in blustery north and northwest winds, and parking during peak periods is at a premium. The wharf next to the ramp is somewhat of a contradiction; even at low tide it sits under water and is therefore pretty much ineffective. Perhaps climate change has hit the bay early? However, there's another wharf just 50m away to load supplies and passengers if required.

A wonderful point about boating from Duncan and Penzance Bays is the diversity of opportunities that await as you exit

the bays: watersports, fishing, picnicking, or exploring – the choice is yours. Tennyson Inlet provides all these options in spades but also gives boaties easy access to the wider Pelorus Sound, which is itself made up of different geographic parts, including Tawhitinui Reach, Waitātā Reach, Hikapu Reach, and Popure Reach. Furthermore, Keneperu Sound isn't too far away. My point: there's no shortage of places to visit or explore.

One highly useful source of knowledge is the Marlborough Cruise Guide, an interactive app and website showing marinas, anchorages, boat ramps, moorings, facilities, and



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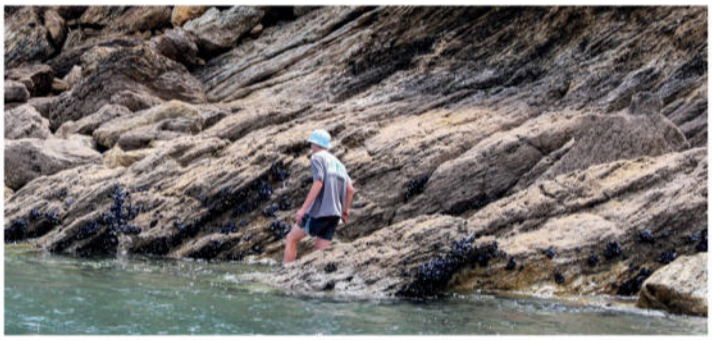
other local information and images. Information is presented in map format and includes satellite images and nautical charts. It should be mandatory studying for anyone heading into the region.

Blustery northwesterly conditions and passing showers escorted me out of Duncan on my most recent visit, but my mood quickly improved as I encountered a small pod of dusky dolphins. Throughout Tennyson and further afield, you'll likely be met by these large, acrobatic dolphins as well as bottlenose and the much smaller Hectors dolphins. As I've discovered over the years, some of the dusky pods appear to contain hundreds of dolphins. Their leaps, backslaps, head slaps, tail slaps, and spins provide a remarkable show; however, it's important to watch from a distance. It's not just dolphins to keep you



CLOCKWISE FROM TOP Collecting mussels for dinner; Tea time; A local visitor; Bulwer; Tennyson Inlet is for the whole family.

RIGHT Tennyson Inlet from Ōpōpuri Saddle.

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INSET Snapper from the mussel farms; Sunken jetty at Duncan Bay; Fishing in the lee of the Chetwode Islands; Taking a break in Port Ligar.

MAIN PIC Big country is the backdrop to Tennyson Inlet.

entertained – you might see little blue penguins bobbing on the water, seals swimming or sunbathing, and even the occasional orca or whale, as well as many marine birds.

Penzance is a larger community than Duncan Bay and very popular for holidaymakers and boaties alike. The boat ramp and other facilities here, as well as at Duncan Bay, are owned and maintained by the Tennyson Inlet Boat Club, which was formed in 1958 and now boasts nearly 200 members plus their families.

On the far side of Tennyson from Penzance are Tawa and Matai Bays – Tawa Bay hosts a small Department of Conservation (DOC) campsite, while Matai Bay is home to a small hut managed by the Matai Bay Hut Trust for DOC, and bookings must be made in advance via the trust's website. This is the only beachfront hut remaining in the Marlborough Sounds.

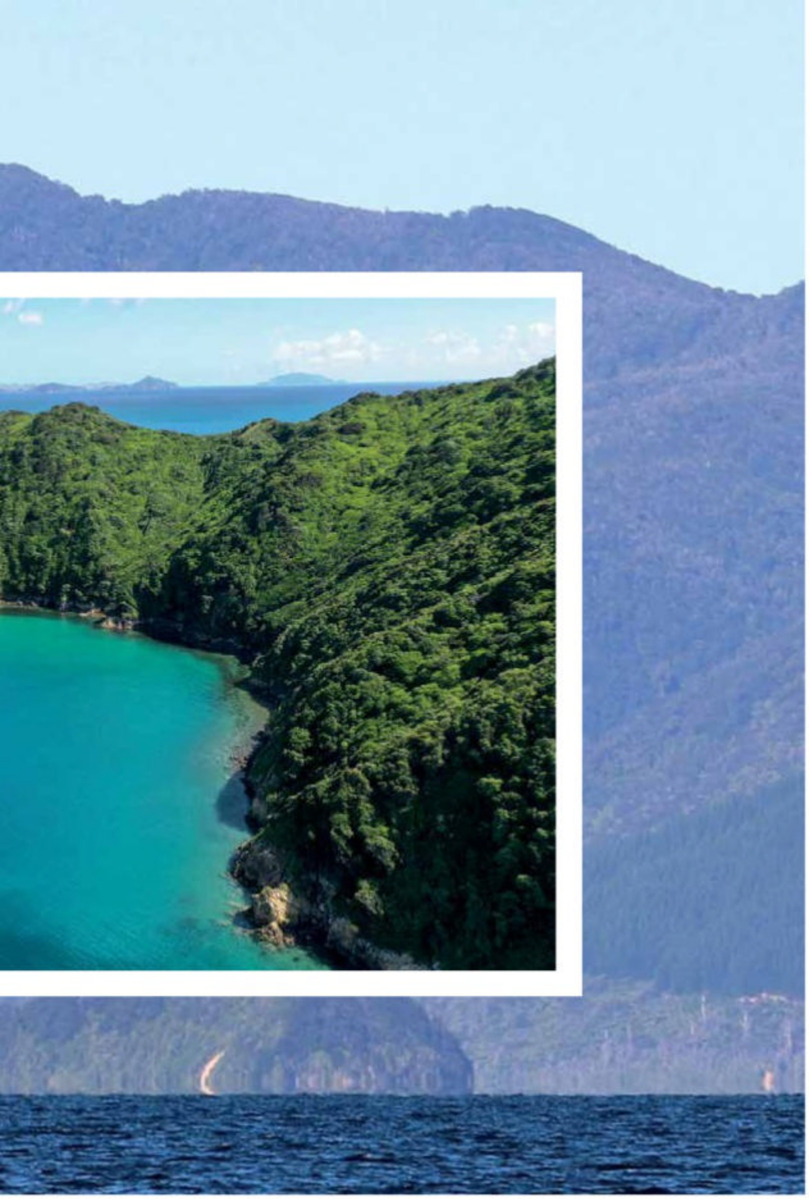
Elaine Bay hosts fishing and aquaculture facilities, and because of that, smaller fishing vessels and mussel boats regularly dock. Road access into the bay is via the same road that takes visitors out to French Pass. The boat ramp is compacted gravel, but because it's a very tidal bay, it's advisable to launch closer to high tide.

If you push out from Elaine Bay and past Tawhitinui Island, you might find the nearby Hallam Cove and Fiztroy Bay a fascinating location to spend a few hours; sheltered and scenic with remarkable water clarity. It's also here that you begin to notice the scale of the outer Sounds three key industries – forestry, farming and aquaculture (marine farming).

After all, the sheltered bays and clean waters of the Sounds make it a perfect environment for marine farming, particularly for green-lipped mussels and chinook (king) salmon. In fact, marine farming in Marlborough produces approximately 80% of all commercially grown seafood in New Zealand. On average 65,000 tonnes of mussels and about 6,000 tonnes of salmon are harvested each year in Marlborough, together earning hundreds of millions of dollars in exports.

> **Accommodation around Tennyson Inlet and beyond is varied, from holiday homes to high-end lodges.**

Accommodation around Tennyson Inlet and beyond is varied – from bookable holiday homes to high-end lodges. As mentioned, there are DOC campsites scattered around the Marlborough Sounds, and Tennyson Inlet (as well as Pelorus and Keneperu Sounds) is no different. Some campsites, like those at Elaine and Harvey Bays, are accessible to vehicles and offer up to 25 non-powered sites, while others like Waiona, Tawa and Kauauroa Bays can only be reached by boat and may



have room for just a couple of tents.

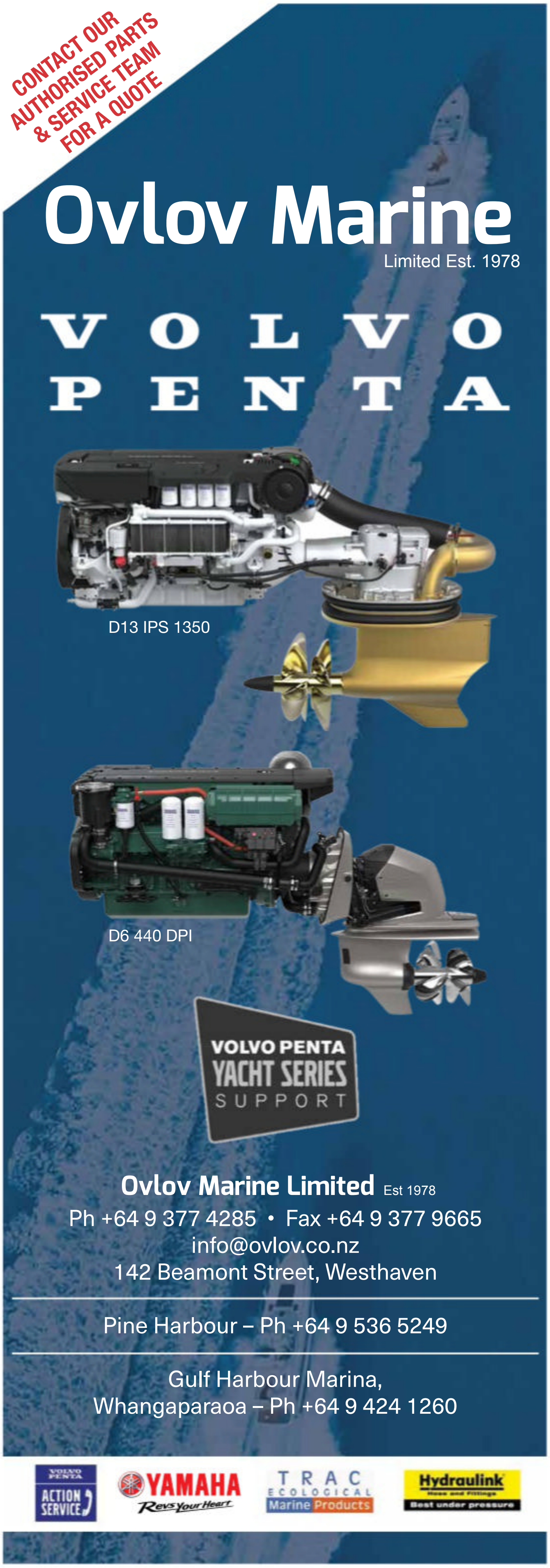
But DOC's presence in the area isn't just based around providing and servicing campsites; there are significant areas of land available for hunting, walking, biking and picnicking, and the popular two-day Nydia Bay track is nearby. Other islands in the outer Sounds – including the Chetwodes – have specific conservation status and you can't land.

Perhaps the best known is Te Pākeka/Maud Island – a haven for rare and unique wildlife due to its predator-free status. You can only admire the island from the water; it's a closed scientific reserve and you need a permit to visit. The island has a rich and diverse history based around early Māori settlement, subsequent European farming, World War II defenses, and, since the mid-1970s, conservation.

The weather in Tennyson Inlet and Pelorus is generally mild, but conditions can be very localised and change quickly. The Nelson Marlborough Marine Radio service provides superb VHF coverage – including localised weather forecasts – to this entire region.

In one instance forecasts had warned of an approaching southerly front bringing high winds, thunderstorms, and potential hail. I'd watched the towering storm clouds get ever closer as I fished around a mussel farm and when a kingfish busted me off, I figured it was an omen to run for cover before the weather turned.

I hooked onto a mooring in Port Ligar just as the southerly arrived and the conditions deteriorated. But,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I quickly realised my mistake in not consulting the Cruise Guide in more detail because the southerly barrels into Port Ligar, and I was soon copping a hiding. I dropped the mooring and, as the sun set, made my way across this wide and exposed stretch of water and into a small gap between a mussel farm and the shore. Here, in just 10m of water, I anchored and got the kettle boiling and watched the storm's spectacle; water spindrifts were whipped across Port Ligar and Pelorus Sound while behind me trees creaked and groaned on the hillside. About midnight I woke to check my mooring and was amazed to find flat calm water and a starscape that was so bright and close it seemed I could reach my arm through the hatch and handpick a star for myself. I have also escaped a storm by spending a night on a mooring at Ketu Bay on the other side of the sound and found it a pleasant, sheltered spot.

From Ketu Bay it's a short cruise around Post Office Point with its World War II gun emplacements and on to Duffer's Reef, a long line of rocky outcrops extending several hundred metres from Forsyth Island. The reef is a scenic spot to fish, and from here you can view the Chetwode Islands about three nautical miles (5km) away, which are a collection of two large islands – Te Kakaho and Nukuwaiata – as well as several offshore sea stacks and impressive rock features. While just a short hop from Pelorus, wind and water conditions can be unpredictable out here, so care should be taken.

You can easily spend a pleasurable few hours anchored in the lee of the Nukuwaiata Island catching snapper, blue cod and gurnard on natural bait, as well as softbaits and small jigs. Or, you can chase some of the large kingfish that loiter in these waters.

From the Chetwodes, D'Urville and its outlying islands are visible, and if conditions are favourable, it's an easy trip. Looking the other way, to the south and east, other well-known Marlborough landscapes are visible, including the small nature reserve of Titi Island, Te Paruparu/Forsyth Island and even further, Cape Jackson marking the outer entrance to Queen Charlotte Sound.

Tennyson Inlet's almost a seven-hour drive from my home near Christchurch with the boat, so it's not a destination I visit every few weeks. However, like the wider Marlborough Sounds, it is a truly special place and well worth taking the time to explore. BNZ

You can follow the writer's boating adventures via the @nzboatie account on Instagram, TikTok and Facebook.

INSET Dusky dolphins playing in the wake.

MAIN PIC Tennyson Inlet has something for everyone.

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THIS MONTH'S TOP ARTICLES ON OUR WEBSITE COVER A RANGE OF EXCITING DEVELOPMENTS IN THE WORLD OF BOATING AND SAILING. FROM THE AUSTRALIAN SAILGP TEAM'S DRAMATIC WINGSAIL COLLAPSE IN SAN FRANCISCO TO THE INTENSE 100TH MASPORT CUP AT LAKE RUATANIWHA, WE EXPLORE SOME OF THE MOST THRILLING MOMENTS IN THE SPORT. WE ALSO HIGHLIGHT NEW ZEALAND'S RETURN TO THE OCEAN RACE IN 2027 AND THE RISE OF INNOVATIVE WATERFRONT LIVING OPTIONS, INCLUDING MODERN HOUSEBOATS AND MARINA HOMES.

SOME HIGHLIGHTS

FIND ALL OUR MOST-READ ONLINE ARTICLES HERE AT WWW.BOATINGNZ.CO.NZ/STORIES-OF-THE-MONTH OR SCAN THE QR CODE

PHOTO: SailGP media

AUSTRALIAN SAILGP TEAM'S WINGSAIL COLLAPSE

During the SailGP San Francisco finals, the Australian team's F50 catamaran suffered a catastrophic wingsail collapse during the final fleet race. The incident occurred as they attempted to squeeze into a narrow gap, with their wing under significant strain after sharp turns and potential backwinds from surrounding boats. The cause of the failure is believed to be a design flaw that has been identified in previous incidents, including a similar collapse of New Zealand's wing in 2023. Both failures involved a mismatch between the jib and wingsail, resulting in a collapse under pressure, indicating a known structural vulnerability.

PHOTO: Shot360 Photography

THE 100TH MASPORT CUP

The 100th Masport Cup, held on March 29-30, 2025, at Lake Ruataniwha in Twizel, delivered an intense rematch after February's dramatic cancellation. Defending champion David Alexander battled fiercely to retain his title, but it was Ken Lupton who triumphed, winning the prestigious cup. The event featured fierce competition from drivers like Jason Haggerty and Andrew Tate, alongside the exciting Lucas Oil NZ Hydro Thunder Series, showcasing thrilling races and dramatic moments.

Conrad Colman, left, and buiness partner Rowan Gyde have formed Aotearoa Ocean Racing.

AOTEAROA OCEAN RACING

In 2027, The Ocean Race returns to Auckland, reinforcing New Zealand's legacy in global offshore sailing. This visit will mark the 12th time the country hosts the event, showcasing elite competition and offering significant economic, educational, and environmental benefits. A key part of this exciting return is Aotearoa Ocean Racing, a newly launched syndicate helmed by Conrad Colman. Colman, a seasoned sailor with Vendée Globe experience, aims to establish a long-term New Zealand presence in international racing. This campaign will feature the IMOCA60, targeting both The Ocean Race and the Vendée Globe, offering unique global exposure for sponsors and Kiwi talent.

LIVING BESIDE THE WATER

Whitianga Waterways introduces a new era of waterfront living with its private marina berths, offering boat owners a balance of home convenience and marine access. Meanwhile, modern houseboats, with eco-friendly designs and advanced technology, could provide an alternative water-based lifestyle in New Zealand, especially for those seeking sustainability and affordability. As boating culture diversifies, both developments reflect a growing connection to water, blending convenience, adventure, and environmental consciousness.

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NOT SO FAST

Should we replace our petrol outboards with electrics? New research says no, and that over their full cradle-to-grave lifespan it is internal combustion engines burning sustainable fuels which offer the greenest path of all.

FUEL SERVICE
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93
PURFUELS
HIGH PERFORMANCE PREMIUM BOAT GASOLINE
• ETHANOL FREE
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LEFT NMMA's Jeff Wasil and Suzuki's Gus Blakely kick off a sustainable fuel pilot project in Florida.

feature

Sustainable fuels

WORDS BY **CRAIG RITCHIE**
PHOTOGRAPHY **SUPPLIED**

There's been a lot of talk about the electrification of boating in recent years, with a range of outboard manufacturers introducing new battery-powered electric motors to compete against established internal combustion engines. Proponents of electric outboards point to their lack of greenhouse gas emissions as being better for the environment.

Critics argue that limitations in battery technology restrict electric outboards to brief run times before they need to go back on the charger, while their expensive lithium-ion battery packs also represent a substantial environmental impact in their manufacture and disposal.

With the discussion weaving back and forth, and tending more toward rhetoric than hard data, it's hard to know what to believe.

At least, that was the case. But groundbreaking new data presented at the METSTRADE boat industry trade conference in November 2024 suggests that internal combustion engines may not be quite the villains they've been portrayed as and could in fact represent the cleanest option for boaties looking to minimise their carbon footprint.

A newly-published research paper commissioned by the International Council of Marine Industry Associations (ICOMIA) compares different propulsion technologies in terms of full-life environmental impact. The new data further identifies the tipping point of each technology, where its use truly begins to reduce carbon emissions.

Titled *Propelling Our Future*, the study was conducted for ICOMIA by UK-based research firm Ricardo Group. It conducted full cradle-to-grave life cycle analysis studies on five different propulsion types as applied to nine different types of boats, for 45 full data sets in all – making it by far the most comprehensive research on the subject to date. Propulsion options that were studied include traditional internal combustion engines burning petrol or diesel, internal combustion engines burning sustainable biofuels like hydrogenated vegetable oil (HVO), battery-powered electric, hybrid electric, and pure hydrogen. Boat types studied include RIBs, bowriders, personal watercraft, cruisers, sailboats, aluminium fishing boats, pontoon boats, inland waterway commercial vessels and motor yachts.

And the winner?

LEFT Yamaha US's sustainable fuel demo boat.

RIGHT Existing outboards, including V10 and V8 engines, could be switched to sustainable fuels to deliver better efficiency than electric propulsion.

"We looked at nine different boat types and five different propulsion types, which meant that we did 45 full cradle-to-grave life cycle analysis studies to measure the full impact of different propulsion platforms using existing internal combustion engines burning petrol or diesel as a baseline," explained ICOMIA president, Darren Vaux. "Switching to internal combustion engines burning sustainable fuels, without question, represents the greatest impact in terms of reducing our carbon footprint."

In fact existing internal combustion engines burning HVO instead of petrol or diesel were the clear winner in nearly every single boat category studied. The sole exception was personal watercraft, where their comparatively light weight and low mass allowed battery electric propulsion to reign supreme as the cleanest overall option.

The key to the study's outcomes lies in the simple fact that the highest carbon impact related to boats lies in their manufacture, rather than in their use. Real world monitoring data from engine manufacturers shows that most of us run our boat engines far less than we believe. While we may spend a full day out on the water, in most cases the engine is turned off or

> In fact existing internal combustion engines burning HVO instead of petrol or diesel was the clear winner...

Hydrogenated vegetable oil can be used to power many modern engines as-is, or with minor modifications to the engine.

DUNE LONDON
400
400
400
V10

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only run at idle speed for much of that time. This contrasts significantly with typical usage patterns for cars and trucks, where the engine is typically pulling a load almost all the time. That's why battery electric systems which can make such a positive ecological impact in cars tend to not achieve the same level of success in boats.

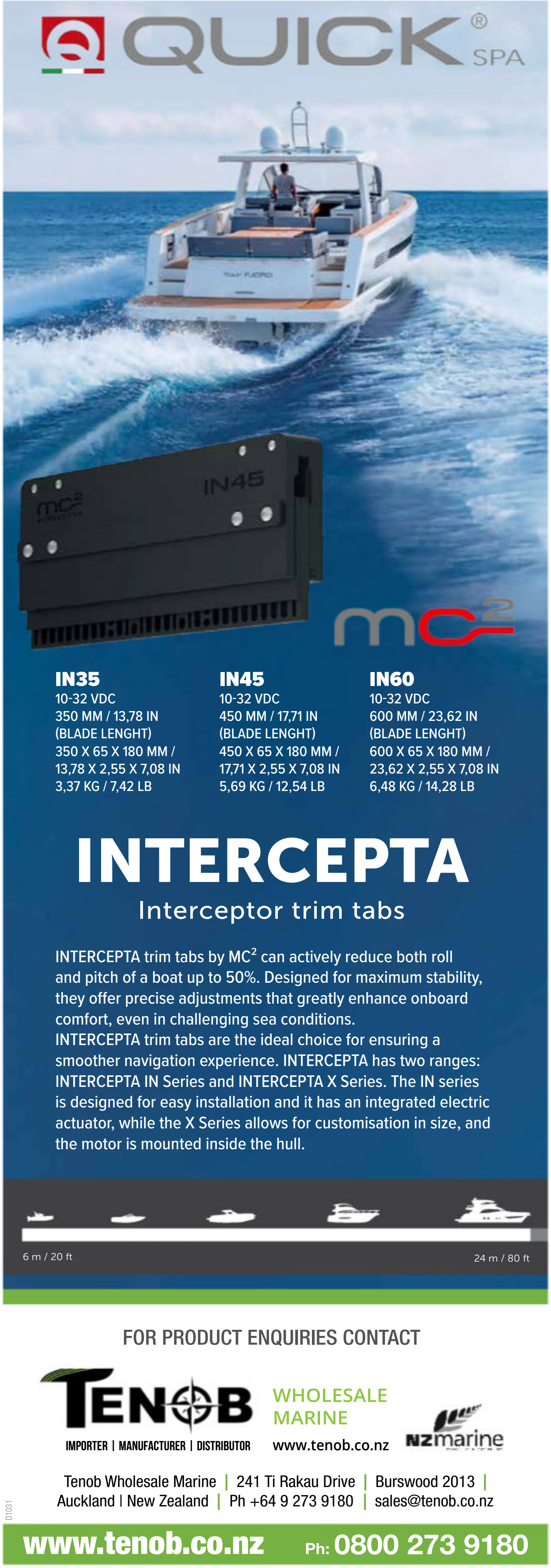
It is that reduced usage which also allows sustainable fuels to make an outsized impact in boats, says Vaux. "We have very firm data in terms of usage, and we have very firm data in terms of vessel average lifespan. Combined, they represent the basis of where the actual tipping points lie, and that data is very clear."

It turns out the ecological cost of mining rare earth minerals to produce batteries, and the challenge of dealing with their internal chemistry at the end of their life, is a whole lot greater than what was originally believed. Or what we were led to believe, if political objectives are considered. After all, there's no better photo op for a politician sagging in the polls than opening a new battery plant.

Looking at a mid-sized runabout as an example, the ICOMIA study shows a traditional internal combustion outboard engine using sustainable fuel would deliver an immediate 60% reduction in greenhouse gas emissions over the same vessel and engine burning petrol.

Battery electric systems produce a 100% reduction. But the environmental cost of manufacturing and then disposing of the electric motor and its companion lithium battery at the end of its life greatly exceeds the impact of building and dismantling the internal combustion engine, giving it a higher carbon footprint over its service life.

Where it gets even more interesting is when that immediate environmental impact from switching to sustainable fuels is extrapolated over the full life of a vessel. With ICOMIA identifying an average annual utilisation of 48 hours and a boat and engine lifespan of up to 45 years across all boat types included in the study, fully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electric propulsion systems would require boaties to increase their time on the water by an average of 595% every year to achieve the same level of overall environmental impact as running current vessels and engines on sustainable fuels. That increase in usage, says Vaux, is simply not realistic. "If people could spend more time in their boats, they would be doing it already," he says.

It's worth noting that those figures reflect an average across all 45 possible power and vessel scenarios. Sailboats tend to skew the average lifespan upwards given how many boats from the 1960s and 70s are still in active use, while commercial vessels skew average hours of use skyward.

Looking at specific categories, the ICOMIA research shows aluminium fishing boats could cut emissions by 60% immediately by burning sustainable fuels instead of petrol or diesel. Large motor yachts with full displacement hulls could achieve a 40% GHG reduction with sustainable fuels, while fuel-thirsty personal watercraft could achieve reductions in the range of 70%. Even sailboats were found to offer emissions reductions of up to 30% by replacing fossil fuels with alternatives like HVO.

So, what about this HVO stuff? Aren't we just trading one form of oil for another?

Not at all, says Vaux. Unlike fossil fuels, we can grow all the vegetable oil we like, with no need to drill under the sea or frack under people's drinking water. What's more, we can start by repurposing the billions of litres of HVO that already go straight into landfills around the world every year after spending just a day or two in a deep-fry vat. The stuff may no longer hold up for preparing food, but it's still perfectly fine to run in an engine.

Trials in the US bear this out. Suzuki's US subsidiary has been a vocal proponent of sustainable fuel adoption, collaborating with the National Marine Manufacturers Association, an American boat industry group, to support an HVO pilot project in Florida. The engine builder has now collected more than six months' worth of data with findings expected later this year. Similarly, Yamaha has also collaborated with efforts to promote the adoption of sustainable fuels in North America and in Europe.

Those pilot projects indicate that most modern engines can burn sustainable fuels like HVO either as-is or with minimal modification required, allowing its immediate implementation. Further, a switch to sustainable fuels allows boaties to reduce emissions while continuing to enjoy their current vessels, eliminating the need to relegate tens of millions of perfectly functional engines to landfill.

ABOVE In larger boats, especially planing vessels, the advantages of using HVO fuel over electric propulsion become even more compelling.

Cynics might say that ICOMIA has a vested interested in pushing internal combustion engines since, after all, it is a marine industry trade association. But ICOMIA also represents a range of companies that build battery electric outboards. The reality is, the trade association simply wants to sell more boats and motors around the world, and couldn't care less if they burn petrol, vegetable oil, run on batteries or are powered by unicorn farts. The fuel they use is irrelevant so long as more people go boating.

Instead of waiting for new batteries to be invented and stretch electric outboard run times from minutes to hours, perhaps we should be looking at ways to cut our emissions right now. The best data available says that using sustainable fuels like HVO can immediately reduce our greenhouse gas emission by up to 60%. Perhaps used deep-fry oil doesn't have the political photo op cachet as a ribbon cutting at a multi-billion-dollar battery plant, but real-world pilot projects show its use can produce significant, immediate GHG emission reductions. It sounds like a real win-win, and perhaps it is something our elected officials need to examine more closely. BNZ

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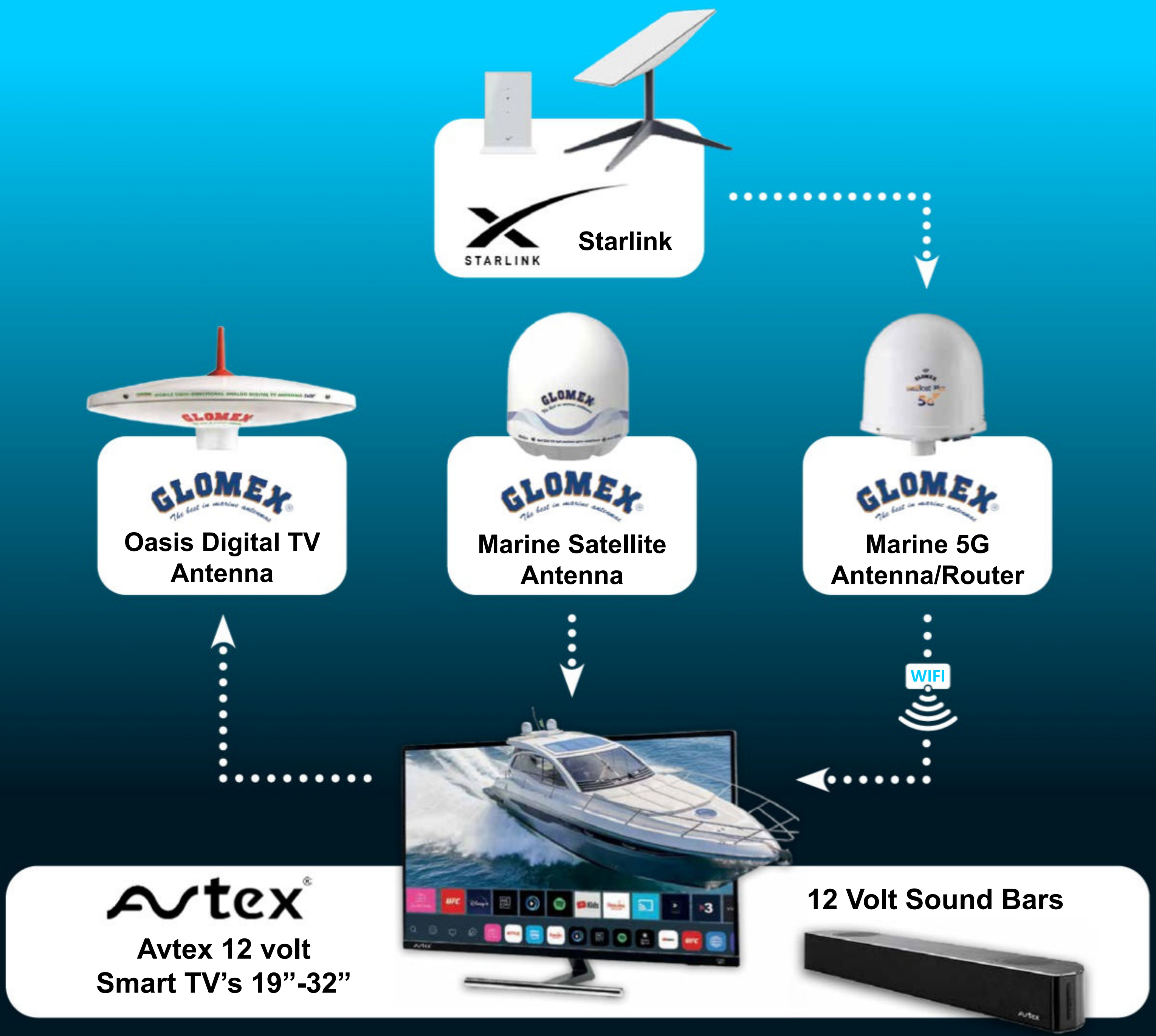
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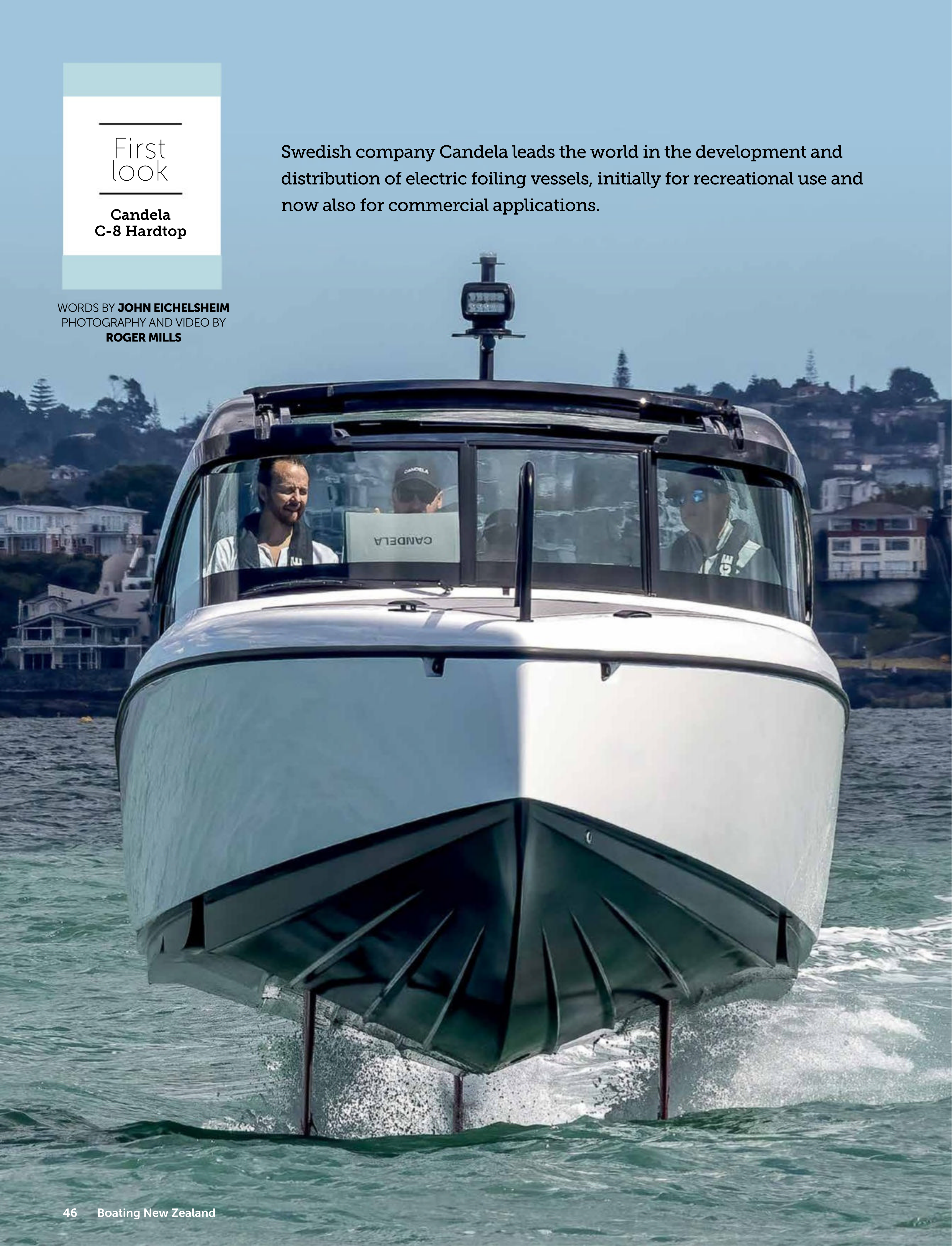
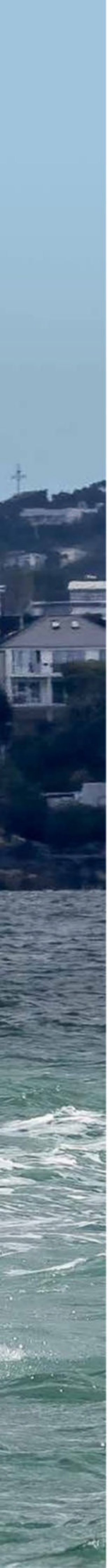


First look

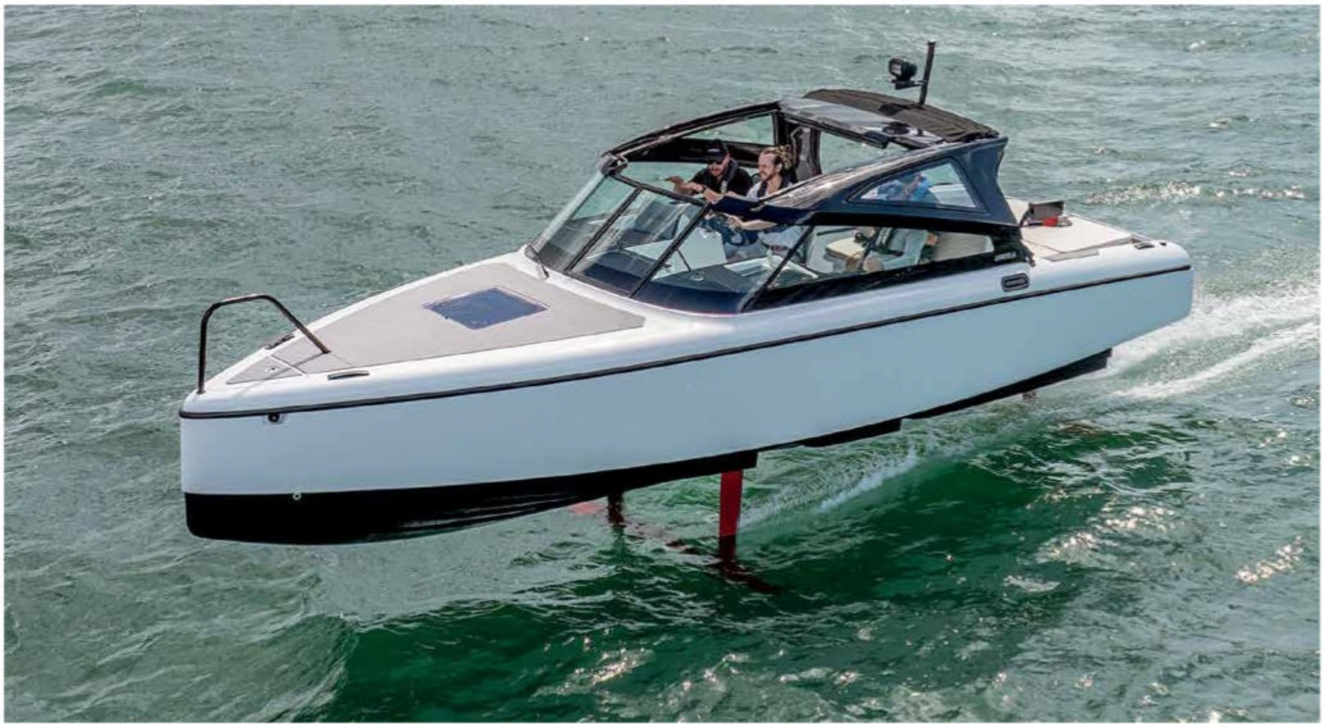
Candela C-8 Hardtop

WORDS BY **JOHN EICHELSHEIM**
PHOTOGRAPHY AND VIDEO BY
ROGER MILLS

Swedish company Candela leads the world in the development and distribution of electric foiling vessels, initially for recreational use and now also for commercial applications.



TAKING FLIGHT



A few years ago, I wrote about the Candela C-7, which *Boating NZ* experienced on Lake Wanaka. The C-7's successor is the new C-8, and the boat featured here is the latest version of the C-8 design, the first in New Zealand, for an Auckland owner. Candela has sold over 100 C-8s worldwide.

The Candela C-8 drew plenty of interest at the recent Auckland Boat Show, where it was displayed on its impressive trailer just outside the Exhibition Centre. The alloy trailer with override brakes is part of the package, which allows the 8.5m boat to be safely and legally towed on New Zealand roads. Towing weight is just 2705kg dry.

The C-8, available in three configurations – Day Cruiser, T-Top and Hardtop as reviewed – is a major upgrade on the C-7, with improved software and hardware, a completely new hull design, and a new, much quieter, more efficient twin-motor 400-volt propulsion system. The foil design is also new.

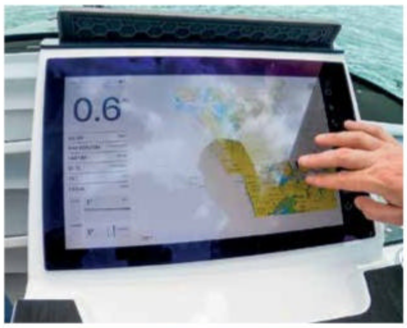
The new model arguably looks more conventional – more boat-like – and the hull benefits from improved hydrodynamic qualities compared to the previous model. It's light though, just 1850kg, of which 500kg is lithium-ion battery. The upgraded battery, supplied by Polestar, once a performance division of Volvo but now a standalone manufacturer, has a capacity 69kWh.

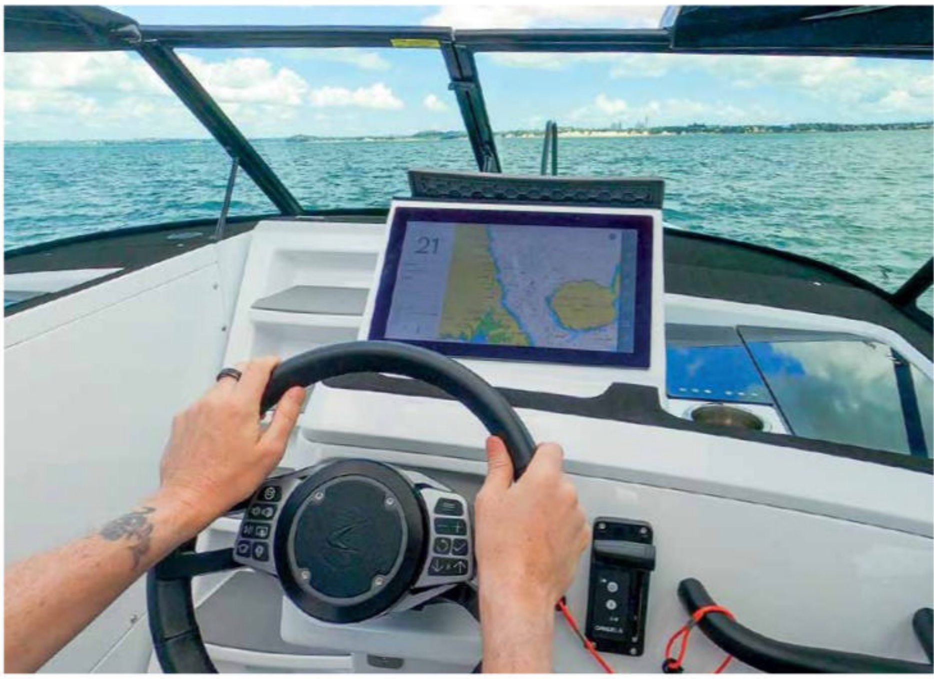
The boat's weight has been kept as low as possible, to maximise range and performance. The hull is constructed entirely from carbon fibre, finished in two-pot epoxy paint rather than gelcoat to save weight and provide UV protection. Payload is 640kg (six to eight passengers).

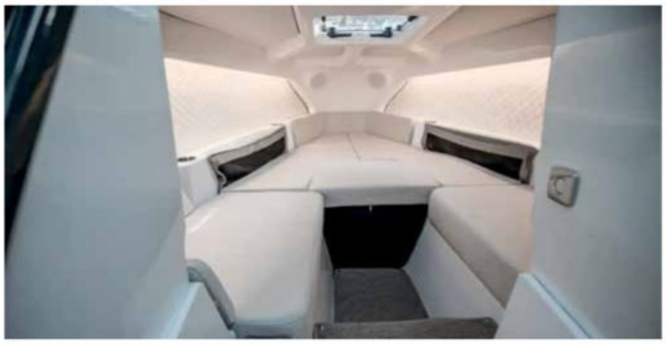
At displacement speeds, the C-8 rides on its stepped hull like a normal boat, but with the foils in the down position and the throttle applied, it lifts off the water at around 15 knots, riding on a single full-beam transverse C-foil amidships and a steerable winged T-foil aft. The foil and wings are carbon-fibre and said to be ten times stronger than steel.

The T-foil also accommodates the vessel's twin water-cooled electric motors in a streamlined housing between the wings – the C-7's air-cooled electric motor was at the top of the upright driving the propeller via a shaft, and therefore much noisier. The counter-rotating propellers look almost too small, but they are designed to efficiently convert torque – and there's plenty – into forward motion.

Inside the boat, it's all minimalist painted surfaces with black carbon accents, a black cabin top, and a huge canvas sunroof







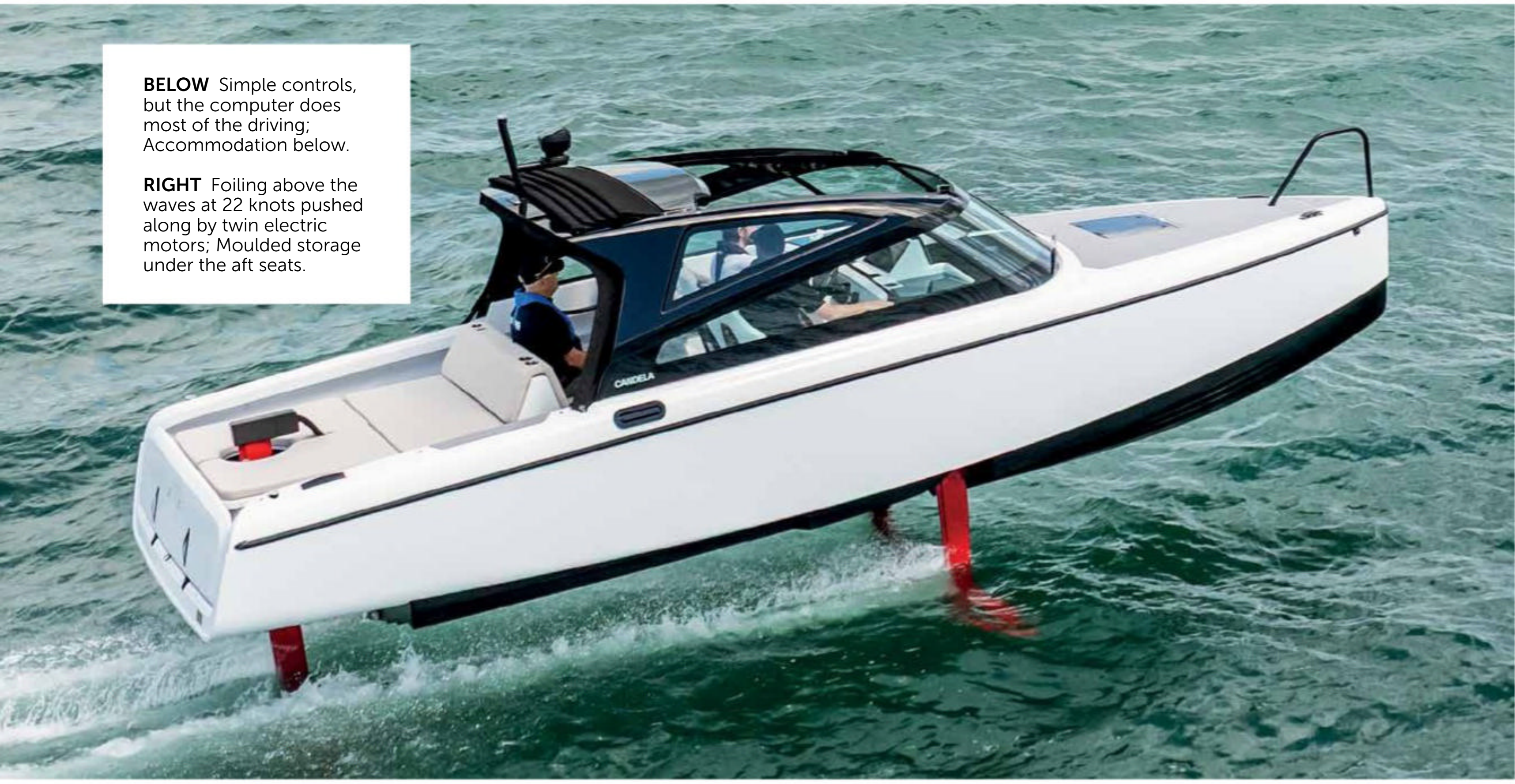
that's manually operated. The three bucket-style seats across the front are also carbon fibre, complemented by a bench seat further aft moulded into the generous storage locker underneath a sun-lounger that takes up most of the cockpit. All the cushions, including those on the seat, are lightweight and relatively thin to keep weight down while U-Dek lines the cockpit sole.

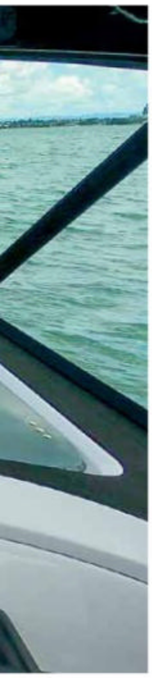
Moulded steps provide access through the windscreen to the foredeck where the anchor locker is furnished with a Sarca anchor. Somewhat oddly, there's only a single bow rail and no fairlead. High-quality pop-up cleats are used throughout to ensure clean lines, and there's a simple fold-down boarding ladder aft on the port side. The pop-off fenders are a clever feature.

Operating the vessel is easy because, for the most part, the onboard computer takes care of everything.

BELOW Simple controls, but the computer does most of the driving; Accommodation below.

RIGHT Foiling above the waves at 22 knots pushed along by twin electric motors; Moulded storage under the aft seats.



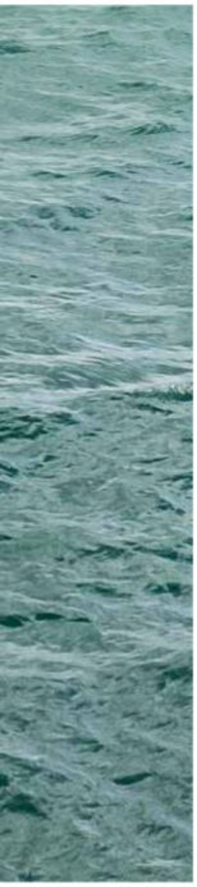


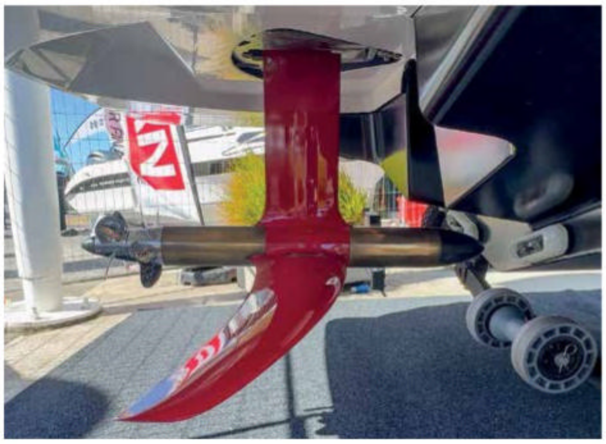
The steps hinge up, supported by gas struts, to reveal a good-sized forward cabin, minimalist in concept but with full-length berths and LED lighting, quilted-look panelling and padded ceilings. The cabin can be configured for sleeping or sitting while a toilet, shower, sound system, swim platform, backdrop, sunshade, and underwater lights are C-8 options.

In general, the boat's vibe is very Scandinavian, with a 'less is more' ethos. That's primarily driven by the need to keep weight down to ensure the C-8 delivers the performance and range customers reasonably expect. So, if you like your boats with lots of toys, the C-8 is not for you. If, on the other hand, you appreciate groundbreaking technology, then the Candela C-8 has plenty to offer. It's what goes on behind the scenes that is so impressive.

Operating the vessel is easy because, for the most part, the onboard computer takes care of everything. The software is quite a step up from Candela's earlier models, as is the system's ability to make minute changes to the foils' attitude and pitch, up to 50 times a second. The foils are now controlled electrically, rather than hydraulically, as was the case on earlier models, making them much more responsive. An array of radar sensors monitors the height above the water in foiling flight. The flight controller (computer) uses actuators to make constant adjustments to the foiling surfaces' angle of attack (including warping the C-foil), to maintain stability and elevation, controlling pitch, roll, and height. The vessel also utilises GPS, gyroscopes, and accelerometers to monitor its position relative to the environment. Optimum flight height is about a metre above the waves.

The user interface (UI) has also been improved, with a large touch screen display providing access to the boat's many modes and a huge range of operational and





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The boat turns smoothly when foiling, banking gently under the control of the CPU...

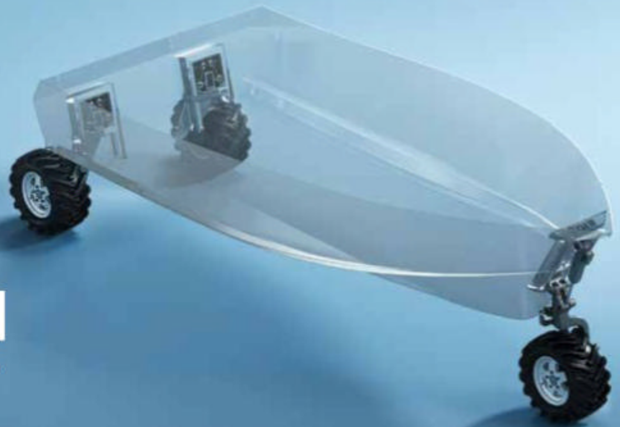
environmental information. Automotive-style buttons on the steering wheel give quick access to many of these functions and display modes.

This C-8 belongs to Auckland boater AJ, who intends to commute between homes on Auckland's North Shore and Rakino Island. Quite how that will work remains to be seen, but one option might be to store the C-8 in a dry stack facility on the mainland and keep the trailer at Rakino Island.

With any electric vessel (as with electric vehicles) range is a limiting factor. In the C-8's case, the effective range on a full charge is around 50 nautical miles (2.5 hours run time at 20 knots), which is pretty decent. A limp home mode gives 3nm at 4 knots. If you opt for a fast DC charger, charging takes between one and three hours (it's quick to 80%, but the last 20% takes longer), or 12 hours/overnight on a conventional AC charger.

LEFT With the canvas sunroof open, there's plenty of fresh air.

RIGHT The foils are raised and lowered electrically. With foils in the fully-up position, the C-8 behaves just like any other boat.



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In operation, a glycol-filled heat exchanger with a cooling plate under the hull cools the battery. When the boat's foiling, a rooster tail of water is directed onto the plate to carry away heat; at displacement speed, the plate is submerged.

For our demonstration, the C-8 left Gulf Harbour early in the day, its battery charged to 91%. Dominic Lowe, representing Carbon Yachts, along with Rhys Woon from Candela Sweden, then spent time tooling around Rangitoto Island getting video in flat water. Later we rendezvoused with the C-8 off Takapuna Beach, where we picked up the owner for his initial familiarisation session with his new vessel.

This consisted of several runs, multiple stops and starts, and quite a bit of showing off for *Boating*'s drone camera. After a couple of hours getting to grips with his new boat, we dropped AJ back on the beach. By then the wind had risen to 17 knots and the sea state had also increased, although the C-8 can operate safely in waves of up to a metre high. When we waved them on their way back to Gulf Harbour, the battery was still at 61%, leaving ample charge for the journey home.

Our impression of the Candela C-8 underway was one of smoothness—waves become irrelevant because you are flying above them and there is almost no wake. It's quiet too with the electric engines underwater, though there is constant aural feedback from the actuators adjusting the foils. But compared to a conventional ICE runabout, conversation on board is easy.

The C-8's efficient, too, consuming just one kWh per nautical mile at 20 knots cruise speed. Travelling above the water's surface at 20-plus knots in near silence except for a bit of wind and water noise, the true speed is deceiving—objects and other

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boats come up quickly, so one needs to plan ahead. Top speed is 27 knots.

The boat turns smoothly when foiling, banking gently under the control of the CPU, but the turn radius is relatively wide – any sudden changes in direction cause the vessel to automatically abort foiling flight, which also occurs if the sea state exceeds performance parameters.

Whether they're induced by the software or at the behest of the pilot, touchdowns are controlled. Rhys demonstrated this by bringing us to a stop both fast and slow. Fast makes a little more noise as the boat settles abruptly by the stern, while slowly pulling the throttle back results in the C-8 gracefully kissing the water as it transitions to displacement operation.

The Candela C-8 is clearly a much more mature and technologically advanced model than its predecessor. It's also more practical and arguably better looking. As Candela founder and CEO Gustav Hasselskog explained to us at the show, Candela has pivoted from "a tech company that had decided to build boats to a boat company that employs the latest foiling and electric propulsion technology." This Candela C-8 for an Auckland owner proves the concept has international appeal, while the company's focus on its P-12 electric ferry models, one of which is coming here, suggests its future. BNZ

Candela C-8 Hardtop

TECHNICAL SPECIFICATIONS

material Carbon fibre

battery 69kWh – powered by Polestar

weight 1850kg

passengers up to 5 passengers + driver

length 8.50m

beam 2.50m

speed 22kt cruise, 27 knots top speed

motor Candela C-Pod (45/50kW)

range 57 nautical miles at cruising speed +3nm at 4 knots in limp home mode

draft 0.5m in shallow mode; 0.9m in planing mode; 0.8m while foiling; 1.5m while not foiling, foils extended

charging 11kW AC: 6.5 h 0-100%; 35kW DC: <30 min 10-80%

interface 15.4-inch touchscreen with Candela's proprietary navigation and boat integration system. Free software upgrades included. One year free sea chart upgrades included.

app Candela app with position, state of charge, route statistics and more. Optional geo-fence.

hull-shape The hybrid hull is shaped for frictionless planing, in addition to low air resistance when foiling. In planing mode, the foils are above the surface, which prevents fouling and corrosion.

WATCH IT HERE

BELOW The first Candela C-8 to reach our shores brought a smile to the face of its Auckland owner, seen here enjoying his first drive.

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THE PERFECT ENGINE FOR A PELIN CHALLENGER

The Pelin Challenger has been a very popular Kiwi cruiser, with many examples having been built over the years, both by professional and amateur boatbuilders. A generously-sized cockpit and flybridge, combined with the overall layout, make them well suited to our boating lifestyle and water activities, and they remain a Kiwi classic on the water, alongside other Pelin models.

CONSENSUS is a well-built example and exemplifies this style and era of vessel and even boasts improvements by way of an extended hull, thus providing more space for fishing and socialising. The extra waterline length also provides some performance advantages compared to the standard design, and with a V8 Detroit diesel to feed, any help with the fuel economy is useful.
Owned by a private syndicate of three, *Consensus* gets plenty of use, and with maintenance costs starting to escalate and reliability becoming an issue, her owners recently decided to look at repower options. The old Detroit had let them down on more than one occasion and needed a lot of TLC.

Tom Mansell of Auckland (part owner) explains further. "Once the Detroit was apart, we realised the cost for the repairs was significantly greater than anticipated. We had previously investigated repower options across many brands, but we came back to the FPT range of engines for multiple

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reasons. Adrian Penman from FPT carried out a full analysis for us with a couple of potential options, which was very helpful. The engine we selected puts out significantly more power so our cruise speed has improved greatly while burning less fuel. This is fantastic, as we can now easily get to the outer Gulf on a more regular basis at a much higher speed – and we are saving up to $200 in fuel on a return trip to Great Barrier. Along with the reliability, this is a real game changer for me and the other partners, which has allowed us to get maximum enjoyment and use out of *Consensus*. The package was very good value compared with the Detroit's rebuild cost so we are very happy with the outcome."

The repower package fitted to *Consensus* consisted of a single FPT N67 550 engine supplying 550hp, along with a new ZF transmission. The gearbox ratio and propeller characteristics were matched to provide optimal efficiency. The engine is a straight six, 6.7-litre common-rail design with excellent torque characteristics providing outstanding throttle response and performance. For those needing even more power, a 570hp model is also available.

FOR FURTHER INFORMATION CONTACT ADRIAN PENMAN AT ADRIAN.PENMAN@ABEQUIPMENT.CO.NZ.

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BOAT BUSINESS

Boat Business News
Boat Brief: Tony Singe 50 years
Boat Brief: Turning dinghy stowage upside down
First Look: Elite 13.8m by Marra Marine
High-tech hardtops | The Catch: Rigging softbaits
Kiwi success: Allan Tongs AT43
Hands-on anchor winch installation
Boat Brief: Yamaha hydrogen-fuelled outboard | Boat Bling

36° AT SCIBS

36° BROKERS is set to attend the Sanctuary Cove International Boat Show, from May 22-25, 2025. Over four days, the Gold Coast event will serve as the stage to display an impressive array of premium yachts. Notably, 36° Brokers will be presenting the Australasian debut of the highly anticipated Lagoon 43, alongside the sleek Excess 14 and the popular Beneteau Oceanis 37.1. Visitors can expect exclusive show-only deals and expert advice from the 36° Brokers team, making this a must-attend event for discerning yacht enthusiasts.

36° Brokers will also offer insights into seamless European yacht pickup options for Lagoon, Excess, and Beneteau vessels. Interested parties are encouraged to pre-register using the QR code, or head to our 36° Brokers website to unlock these limited-time deals and schedule personalised viewings.

Scan the QR Code or visit the 36° Brokers Sanctuary Cove International Boat Show Event Page for more information.
www.36degrees.nz

REGAL IS COMING TO TOWN

FAMILY BOATS IS NOW THE OFFICIAL New Zealand distributor for Regal Boats – a premier name in American fibreglass boats. This exciting partnership marks a new chapter for Family Boats, bringing Kiwis the opportunity to experience the luxury, performance, and innovation that Regal is known for worldwide.

The first shipment of Regal Boats is set to arrive in April, introducing two standout models:

LX2 – A sleek, stylish bowrider designed for comfort and performance. Paired with a Yamaha 250hp four-stroke outboard, the LX2 is perfect for cruising with family and friends.

LS2 Surf – Built for watersports enthusiasts, the LS2 Surf features a sterndrive engine and Regal's Surf System with customisable wave control, making it easy to create the perfect wake for surfing or wakeboarding. Add in the luxurious interior and top-tier tech, and you've got a boat that performs as well as it looks.

Experience the LX2 and LS2 Surf at the upcoming Hutchwilco Boat Show in May, or contact Family Boats to arrange an early viewing.
www.familyboats.co.nz

MARITIMO ACQUIRES CARIBBEAN

MARITIMO MOTOR YACHTS has acquired iconic Australian boat brand, Caribbean, further strengthening Maritimo's position as a leader in the luxury and offshore boating industry.

The acquisition represents a powerful synergy between two historic Australian boat builders, both renowned for their commitment to craftsmanship, innovation, and the seafaring lifestyle.

Commencing manufacturing in Melbourne in 1958, Caribbean has long been celebrated for its robust, blue water-capable vessels, making it a natural complement to Maritimo's high-performance luxury motor yachts.

Maritimo intends to conduct a comprehensive review of Caribbean's product line, with further details on the brand's next chapter to be revealed in due course.

The acquisition provides a unique opportunity to reinvigorate the range while staying true to the heritage that has made Caribbean a beloved name among Australian boaters, said Maritimo Founder, Bill Barry-Cotter.

This acquisition reinforces Maritimo's financial strength and long-term vision, demonstrating the company's ability to invest in and expand its portfolio with highly regarded Australian brands.

Further announcements on the future of Caribbean under Maritimo's stewardship will be shared in the coming months.

www.maritimo.com.au

AMPHIBIOUS DISPLAY BREAKS RECORD

ANURA AMPHIBIOUS SYSTEMS powered the largest range of amphibious craft ever displayed at the Auckland Boat Show, with 16 craft from seven different manufacturers showcasing Anura's technology. This gathering set a record for amphibious-equipped craft at a single recreational marine exhibition.

The diverse lineup demonstrated Anura's growing industry adoption as the preferred partner for innovative craft manufacturers looking to enter the amphibious market.

Anura's signature S25 system, mounted to a transparent display, attracted significant attention during the spectacular four-day event.

This record-breaking show firmly establishes Anura's position as an industry leader driving the future of amphibious marine technology.

anura.nz

Gearshop provides a convenient, cost-effective way to access outdoor equipment.

FPT SUPPORTS NAVY TRAINING SCHOOL

AB EQUIPMENT MARINE & Industrial Power, alongside Onshore Marine Ltd, is proud to supply FPT marine engines to the NZ Navy Trades Training School in Devonport, Auckland.

This school produces some of New Zealand's best-trained marine technicians, preparing them for successful careers in the Navy. Along with the engines, the companies are providing parts, special tooling, technical information, and ongoing support to help train the next generation of marine engineers.

"There is an industry-wide shortage of skilled marine engineers, and this was a very good opportunity to help support the school and the next generation of technicians coming through," said Adrian Penman, Sales Manager at AB Marine Power Products.

Josh Wedding from Onshore Marine is a past graduate of the school and spent eight years in the Navy specialising as a Marine Propulsion Engineer. As a business owner today, he appreciates the valuable training the school provides.

"Some of the best marine technicians have been trained at this school and we presently employ two of them at Onshore Marine. It's great to be able to utilise this experience to actively support the school along with FPT engines."

The first trainees will begin diesel engine training this month, starting with the FPT N45 engine, which will undergo a full strip-down, rebuild, and dyno testing.

www.marineindustrial.abequipment.co.nz
www.onshoremarine.co.nz

Pictured L-R: Jeff Radcliffe (Navy Training School), Dave Allen (Navy Training School), Jacob Wilkinson (Onshore Marine), Sanjay Goundar (Navy Training School), Josh Wedding (Onshore Marine).

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Gearshop Hire is a new nationwide outdoor equipment hire service. The platform provides a convenient, affordable way for international tourists, schools, and youth groups to access high-quality outdoor equipment.

With a comprehensive selection of essential gear available for hire, from Personal Locator Beacons (PLBs) to tramping, camping and walking gear, Gearshop Hire will ship anywhere in New Zealand (excluding the Chatham Islands).

Gearshop offers a carefully curated range of gear and equipment to meet the needs of outdoor professionals and adventurers of all ages.

For more information, visit www.gearshophire.co.nz

MERCURY MARINE TRAINING CENTRE

MERCURY MARINE RECENTLY OPENED its Mercury Marine Training Centre, the first of its kind for the company in the Asia-Pacific region.

Located in Dandenong South, Victoria, this new facility is designed to equip marine technicians with the expertise, skills and confidence to provide world-class service and support while embracing the latest advancements in marine technology.

The Mercury Marine Training Centre offers an immersive, hands-on learning experience focused on the latest Mercury Outboard and MerCruiser engine technologies. Trainees will gain valuable knowledge in advanced diagnostics, electrical and propulsion systems, and engine maintenance, all under the guidance of expert instructors. The facility also emulates a premier-standard Mercury service centre, setting a new benchmark for technical excellence and customer service.

The training centre can accommodate 12 technicians per course, with the smaller group approach ensuring all technicians get exposed to the product and hands-on experience.

The Mercury Marine Training Centre will allow trainees to gain valuable hands-on experience as well.

As part of the training centre, Mercury is offering an industry transition programme offering a streamlined pathway for individuals eager to enter this high-demand trade.

www.MercuryMarine.com.au

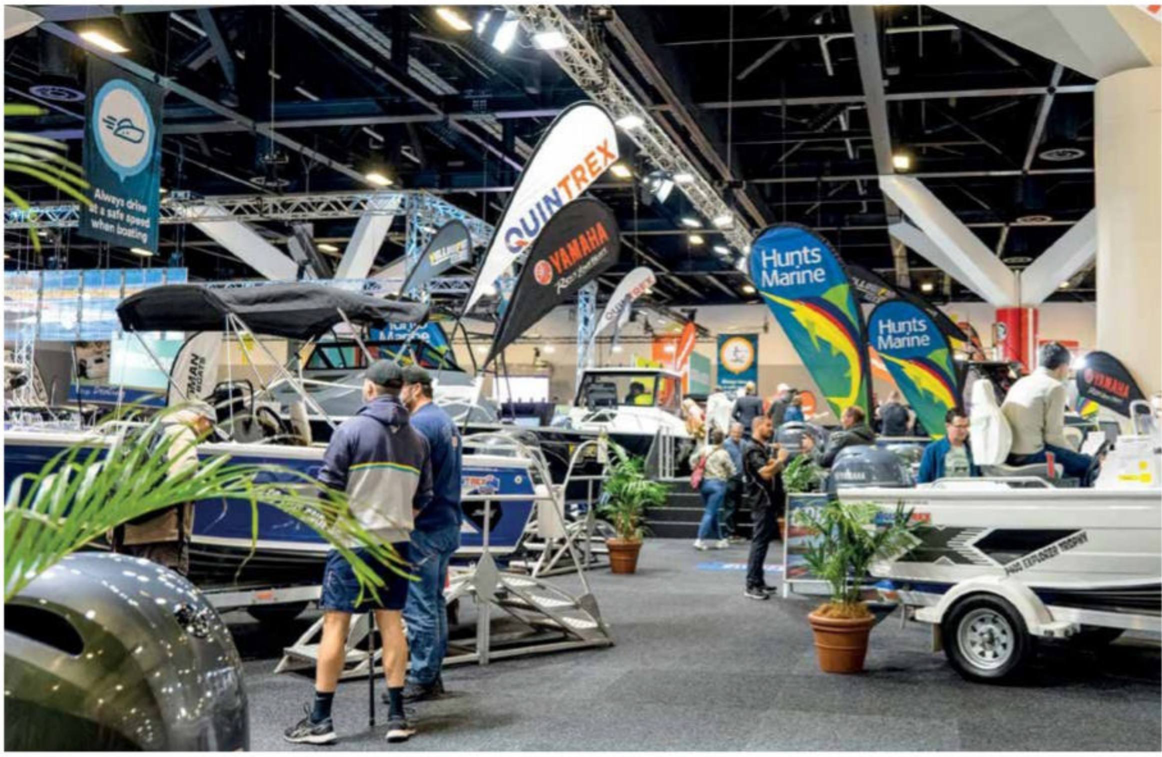
BRP SHEDS BOAT BRANDS

QUEBEC, CANADA-BASED BRP Inc has confirmed the sale of another boat brand as the company continues divesting its former marine division.

The company confirmed in early April that it has entered into a definitive agreement to sell its Alumacraft aluminium fishing boat business to British Columbia, Canada-based Bryton Marine Group. The sale includes the Alumacraft brand, all related assets, and Alumacraft's production facility in St Peter, Minnesota.

A few days earlier, BRP confirmed the sale of Telwater, the manufacturer of Quintrex aluminium boats, based in Queensland, Australia.

www.brp.com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SEALEGS IN SEATTLE, ALLOY *MAX*

Sealegs on display in Seattle.

THE 2025 SEATTLE BOAT SHOW marked the first event attended by new Global CEO, Dave Larsen. It was a valuable opportunity for him to experience the US market firsthand and gain insight into the region's unique boating culture and amphibious trends.

On display was the Sealegs 6.5m Cuddy Cabin, generously loaned by its owner ahead of its delivery post-show. With the introduction of Sealeg's exciting new model range, this year's show saw a lift in sales. Interest was particularly high in the 8.5m Alloy Cabin, with feedback highlighting demand for fully enclosed, lockable cabins.

Closer to home, Sealegs' very first 8.6m Alloy *MAX* owner recently took the keys, a proud moment for the whole Sealegs team. Powered by a 40hp Briggs & Stratton EFI inboard engine on land and a choice of 300hp or 350hp outboard engines on water, the *MAX* is bigger, smarter and more refined. The deck space has been expanded by 42%, and the steering has a 70% improved turning circle.

www.sealegs.com

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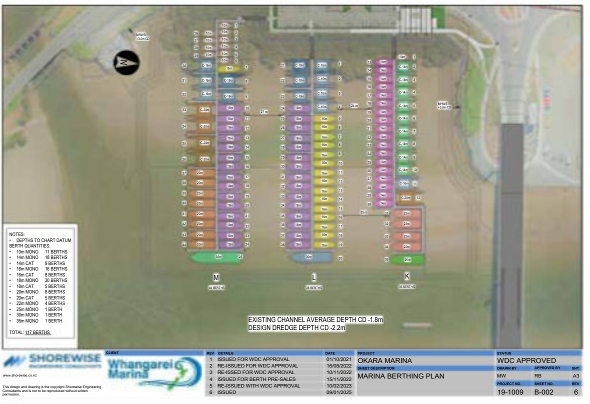
OKARA MARINA BERTH CONSTRUCTION BEGINS

OKARA MARINA, the highly anticipated sister marina to the visitor-friendly Town Basin Marina, saw a surge in berth sales over the holiday season, which has propelled the project forward.

With the Stage 1 land reclamation already completed, the site is now primed for the storage and launch of the concrete piers. Stage 2 of construction includes the installation of 44 berths on the largest of three piers, along with utilities, car parking, and temporary facilities. Okara Marina will offer berths for vessels from 10m to 35m, including 20% for multihulls.

www.whangareimarina.com


NOTES:
• DEPTHS TO CHART DATUM
BERTH QUANTITIES:
• 10m MONO 11 BERTHS
• 14m MONO 18 BERTHS
• 14m CAT 9 BERTHS
• 16m MONO 16 BERTHS
• 16m CAT 8 BERTHS
• 18m MONO 30 BERTHS
• 18m CAT 5 BERTHS
• 20m MONO 8 BERTHS
• 20m CAT 5 BERTHS
• 22m MONO 4 BERTHS
• 25m MONO 1 BERTH
• 30m MONO 1 BERTH
• 35m MONO 1 BERTH
TOTAL: 117 BERTHS
M
44 BERTHS
L
38 BERTHS
K
35 BERTHS
EXISTING CHANNEL AVERAGE DEPTH CD -1.8m
DESIGN DREDGE DEPTH CD -2.2m
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CLIENT
Whangarei Marina
REV DETAILS DATE
1 ISSUED FOR WDC APPROVAL 01/10/2021
2 RE-ISSUED FOR WDC APPROVAL 16/08/2022
3 RE-ISSED FOR WDC APPROVAL 10/11/2022
4 ISSUED FOR BERTH PRE-SALES 15/11/2022
5 RE-ISSUED WITH WDC APPROVAL 10/02/2023
6 ISSUED 09/01/2025
PROJECT
OKARA MARINA
SHEET DESCRIPTION
MARINA BERTHING PLAN
STATUS
WDC APPROVED
DRAWN BY MW
APPROVED BY RB
SHT A3
PROJECT NO. 19-1009
SHEET NO. B-002
REV 6

SKIPPERI GETS NZ OWNER

Subscription boating company Skipperi NZ is now New Zealand owned.

SKIPPERI NEW ZEALAND'S mother company in Finland has sold Skipperi NZ Ltd to Kiwi owners, Windscreamer Investments.

Skipperi NZ has provided a cost-effective boating solution for many Aucklanders since 2021, and while it continues to grow from strength to strength, acquisition by the local management team (and investors) will positively impact both the business and the services provided. The change of ownership ensures continued access to the fleet across the three locations: Gulf Harbour, Westhaven and Half Moon Bay.

Windscreamer Investments, in partnership with Marine Concierge and the Skipperi NZ Management team, aims to further enhance the services, locations, and experiences they offer.

Eric Haagh, COO of Skipperi NZ: "The team has been the longstanding operator of Skipperi NZ, and this means there is a seamless transition for all those involved. Contracts, memberships, and access in New Zealand remain unchanged; the day-to-day operation and the high level of service and support people have come to expect will continue as usual. We value our customers, the safety of our service and our dedication to safe boating in New Zealand."

With week day, or full-week subscriptions available, now locally owned Skipperi NZ will continue to offer Kiwis hassle-free boating.

www.skipperi.nz

BOATBRIEF

LEFT Tony's love of boats and boating is just as strong now as it's always been.

50 years of service

Family Boats' Tony Singe is marking 50 years in the marine industry.

Now working in sales with Family Boats, Tony began his career as an apprentice outboard mechanic at Peter Harrison Marine in Papatoetoe in 1975. He spent four years there, also attending Manukau Institute to gain a Powerboat Serviceman qualification.

Interested in powerboats from a young age, Tony bought his first boat even before he bought his first car. In his early days as an outboard mechanic with Peter Harrison, and later at Just Marine, he became very involved in powerboat circuit racing. He also took full advantage of courses offered by engine manufacturers like Evinrude and Johnson.

"Back then, organisations like the Manukau Institute didn't know much about powerboats, so we tried to learn from people who did, like outboard manufacturers," explained Tony.

During this period, he teamed up with offshore powerboating legend Richard Shores over several seasons to successfully campaign the iconic raceboat *Eta Ripples* all over the country.

After a few years with Just Marine, Tony went out on his own, including running a workshop in Pine Harbour, before joining Peter Carlson at Family Boats in 1995 in a sales role.

"What do you say about Tony?" asks Peter. "He's been around so long that he's basically part of the furniture! There's no one in the industry with more knowledge and experience than Tony. He's highly regarded and greatly appreciated as part of the team."

Tony's also club captain at Maraetai Beach Boat Club and actively involved in Beachlands Boating Club. He's always ready to help out the community. At MBBC last year, he even got dressed up as Santa, riding in on the Coastguard boat to deliver presents to the children.

Asked what keeps him interested, Tony told *Boating NZ* it was the ever-changing technology: two-stroke outboards to turn-key four-strokes and electronic everything – ignition, steering systems, controls, and more.

"Powerboats are so much more advanced than when I started. It's been exciting to experience all the changes and to share them with our customers. And who knows what's coming next? I can't wait," said Tony.

And as if Tony doesn't spend enough time on the water at work, in his spare time, you'll find him out fishing in his own boat, called *Fred*.

Congratulations from us Tony on 50 years service to powerboating.

TONY'S TOP PICKS

Buccaneer 605 Exess

"It's the perfect family boat that the kids will love - great for fishing, watersports, or just getting out on the water. It rides soft and is well finished - Buccaneer's got a great name and the 605 is always popular, meaning it holds its value too."

Southern XP746

"Southern make alloy boats that feel like fibreglass – you get serious gamefishing capability with family-friendly comfort. The XP746 has the option of an open or enclosed hardtop - perfect for any weather."

World Cat 325

"The best riding boat I've ever been on. It's a high-performance American centre console cat - not your everyday boat, but if you get the chance to experience one, you'll see why it's so impressive."

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www.familyboats.co.nz
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Revs Your Heart
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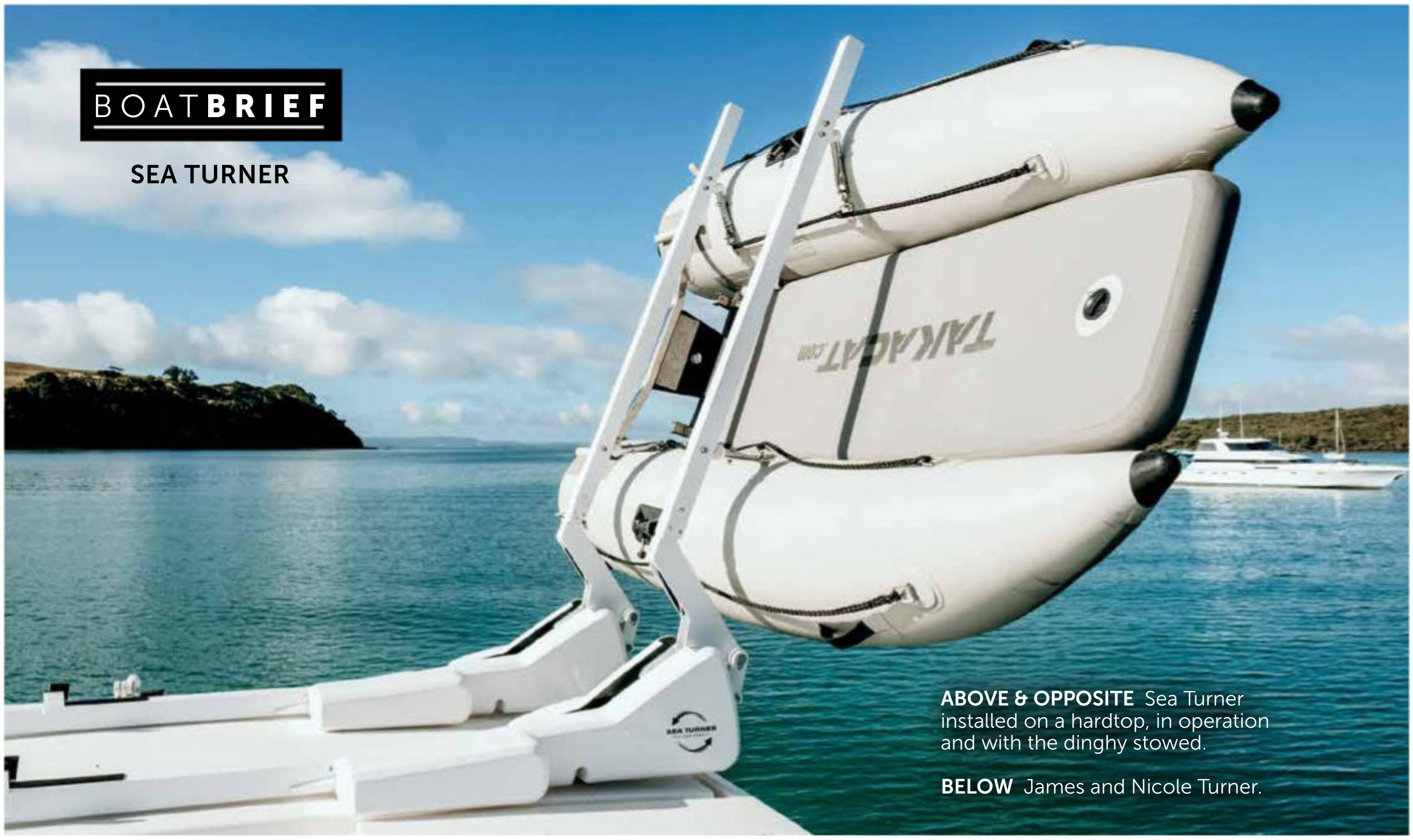
BOATBRIEF

SEA TURNER



ABOVE & OPPOSITE Sea Turner installed on a hardtop, in operation and with the dinghy stowed.

BELOW James and Nicole Turner.

Turning dinghy stowage upside-down

An innovative dinghy stowage solution to appeals to boaters and RV owners alike.

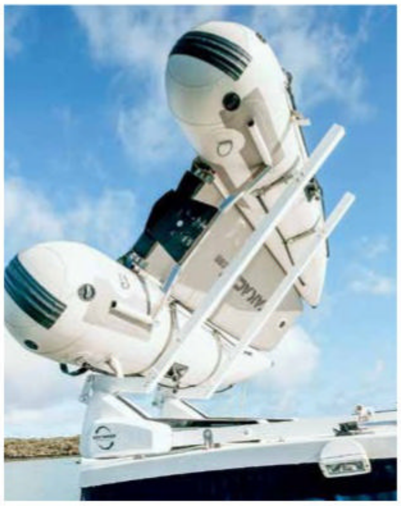
Sea Turner was founded in 2023 by husband-and-wife team James and Nicole Turner. The couple had recently purchased their dream nine-metre boat to enjoy adventures with their two young children, only to encounter a frustrating problem – where to stow their dinghy. The outboard motors left little room for traditional davits, and manual solutions were cumbersome and time-consuming. After trying various storage methods, including awkward setups on the bow and roof, the couple settled on an inflatable dinghy that could be stowed on the back deck and inflated when needed. However, this added 30 minutes to every trip ashore.

Determined to find a better way, James sketched a design for a set of lifting arms that could hoist the dinghy and turn it upside down for secure storage. When no such product existed on the market, they decided to create their own solution. Sea Turner was born.

HOW IT WORKS

Sea Turner is a pair of compact, folding davit arms designed to make dinghy storage effortless. With a push of a button, the arms lift the dinghy out of the water and secure it upside down on the roof or foredeck. The upside-down storage position prevents water and debris from collecting, enhances aerodynamics, and keeps decks clear for other activities like fishing, diving, and swimming.

Unlike traditional davit cranes, which require significant reinforcement and take up valuable transom space, Sea Turner applies minimal turning force to the mounting area. Installation is straightforward – requiring only eight bolts to secure it to a hardtop or foredeck.



SEA TURNER
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FOR FURTHER INFORMATION
WWW.SEATURNER.COM

KEY FEATURES & BENEFITS

Fast & Effortless Operation – Deploy or retrieve a dinghy in under a minute using a simple remote control.

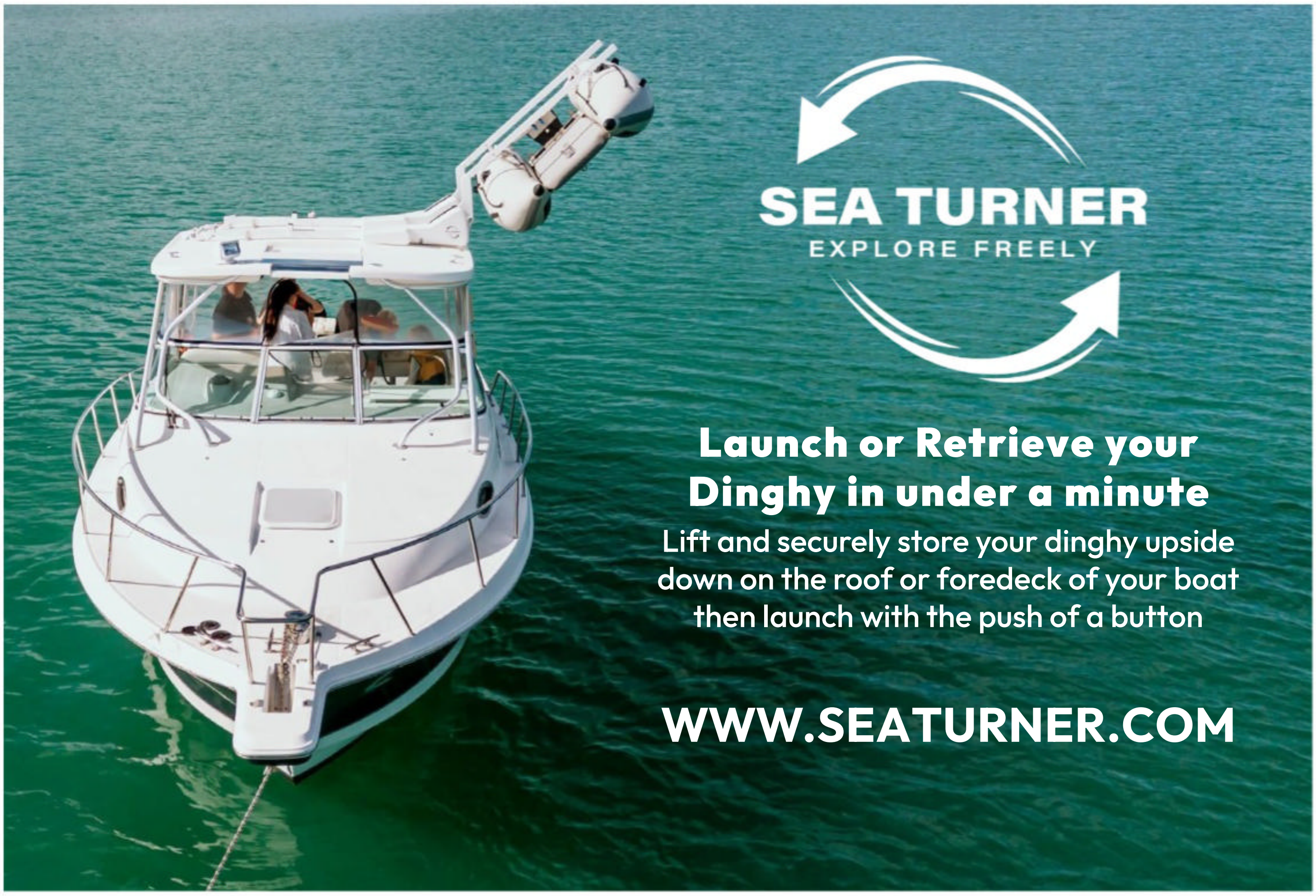
- **Space-saving design** – Keeps decks clear and eliminates the need for rear davits or transom storage.
- **Minimal structural impact** – Requires no major reinforcements or modifications to most boats.
- **Versatile installation** – Compatible with a range of vessels, as well as campervans and RVs.
- **Marine-grade durability** – Built from high-quality materials to withstand harsh marine environments.
- **Enhanced safety** – Reduces the physical strain of lifting and secures the dinghy in place for stable transport.

A SOLUTION FOR LAND ADVENTURERS TOO

While Sea Turner was designed with boaties in mind, it has quickly gained interest from caravan and motorhome owners looking for a hassle-free way to transport kayaks, SUPs and inflatable boats.

The system's extendable arms can be mounted to roof racks, clearing wing mirrors and wheel arches to protect vehicles from damage. A single or double setup can be used to carry loads of up to 40kg, making it an ideal storage solution for outdoor enthusiasts.

With a launch price of NZD $11,000 plus GST, the Sea Turner is competitively positioned against the traditional davit system, while offering greater ease of use and flexibility. BNZ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first
look

13.8m Elite
Kaeā

AMONG THE ELITE

WORDS BY
LAWRENCE SCHÄFFLER
PHOTOGRAPHS BY
GEOFF COX

Tauranga's Marra Marine recently launched *Kaeā* – a 13.8m Bill Upfold Sedan design. She's the company's first Upfold build and, as such, brings Marra into the Elite 'fold' – an extensive group of local and offshore boatbuilders that have completed Upfold projects.

RIGHT Built to savour the Sounds – complete with mood lighting.

Established by Tim and Maddie Marra about 10 years ago, the company's byline branding is 'Defined by Detail'. It's an apt descriptor. A stellar Elite debut, *Kaeā* presents exceptionally well, and her standout feature is craftsmanship.

She's also a successful 'classic-modern' blend. The 'classic' is reflected in the colour palette that accentuates her traditional lines: a grey hull contrasting with white topsides, offset by gleaming stainless steel and rich teak. That styling continues within – dark oak joinery, off-white carpets and fabric upholstery (and fabric on some bulkheads), with NautikFor synthetic teak/holly strip flooring in the galley and helm station.

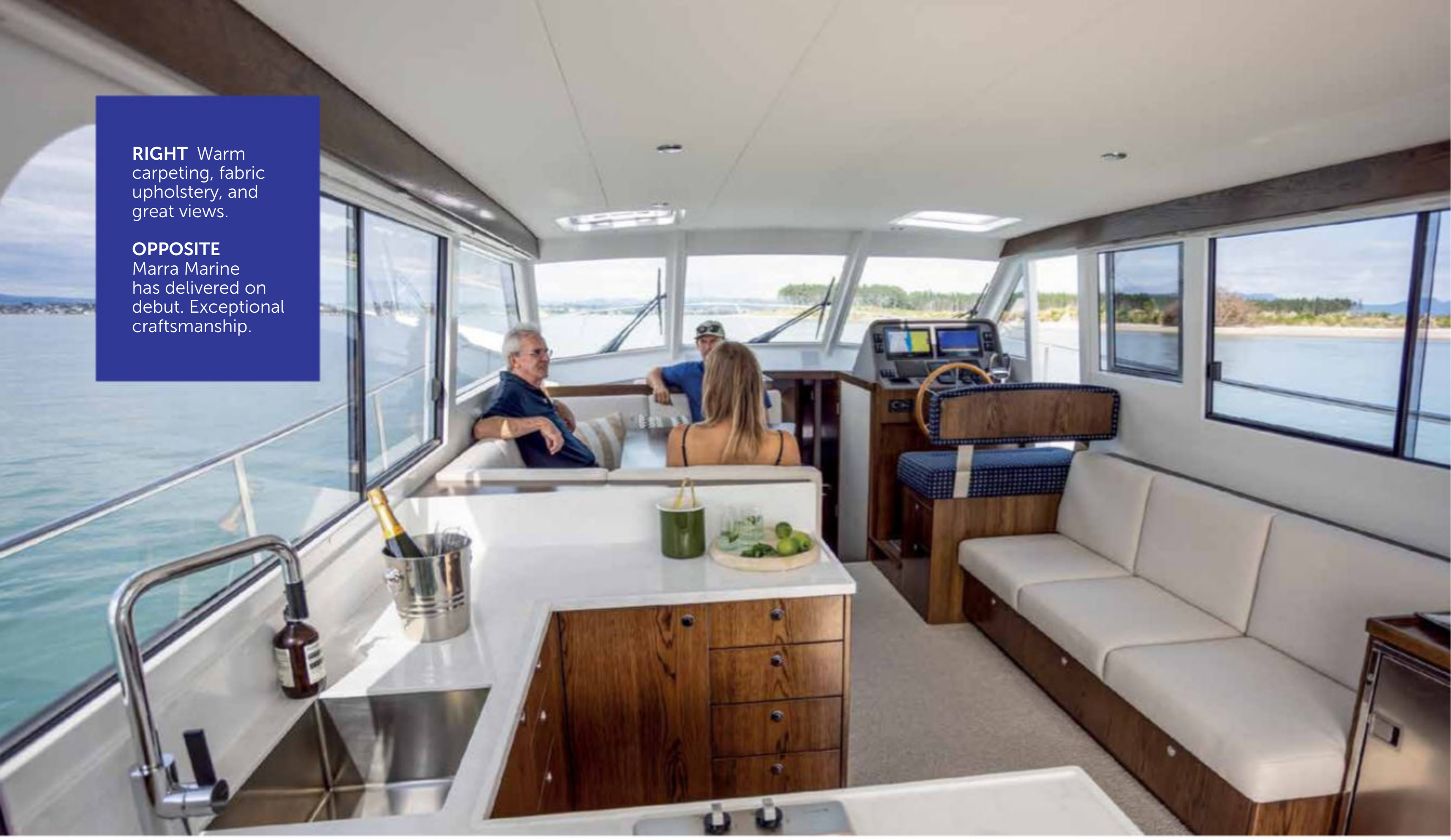
For the 'modern' side of the equation, check out the digital dash – dominated by twin 12-inch Garmin MFDs with ultra-crisp definition. They're complemented by Cummins engine controls and gauges, autopilot, Mastervolt battery monitoring panel, Zipwake controls, bow thruster joystick, Auto Anchor, VHF and Fusion stereo. A hi-tech, integrated command centre the owner describes as 'intuitive' to use.

Explore a little deeper and you'll find a watermaker, 7kVA Kohler generator, inverter, radar, a Starlink satellite receiver – and plenty of subtle LED lighting (including colourful underwater lighting). All cleverly and neatly absorbed into *Kaeā*'s traditional styling. All up – a solid package exuding aesthetics.

The vessel will be Wellington-based but is destined to spend much of her cruising life in the Marlborough Sounds, stationed off her owner's bach. With her twin 480hp Cummins QSBs, impulsive weekend getaways from the capital are on the cards. The warmth and coziness inherent in the vessel's interior will be appreciated during those crisp, morning cruises in the Sounds.

WEIGHT & COST

A trademark Upfold service is customisation – no two vessels are exactly alike, even if of the same design. Plenty of 12-16m Elite sedan launches have been built, but each is subtly different, adjusted to suit every owner's preference. *Kaeā* is no



RIGHT Warm carpeting, fabric upholstery, and great views.

OPPOSITE Marra Marine has delivered on debut. Exceptional craftsmanship.

exception. Much of her tweaking related to speed, weight and cost considerations.

The owner initially requested twin 550hp Cummins engines, but after discussions with Upfold was persuaded to switch to the 480hp models. This allowed a more cost-effective propulsion system and a trimmed-down drivetrain – smaller gearboxes, reduced diameter shafts and smaller props – resulting in better fuel efficiency with no appreciable performance loss.

Rather than sandwich foam, her hull comprises three layers of marine ply (2 x 6mm and 1 x 9mm: 21mm in total), vacuum-bagged during gluing to enhance integrity and strength, with structural E-glass either side. Topsides are

> A versatile vessel, perfect for a couple's romantic sojourn – or rowdy anchorage parties.

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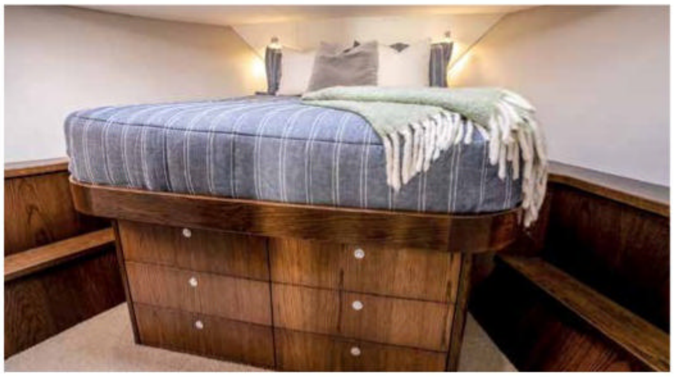

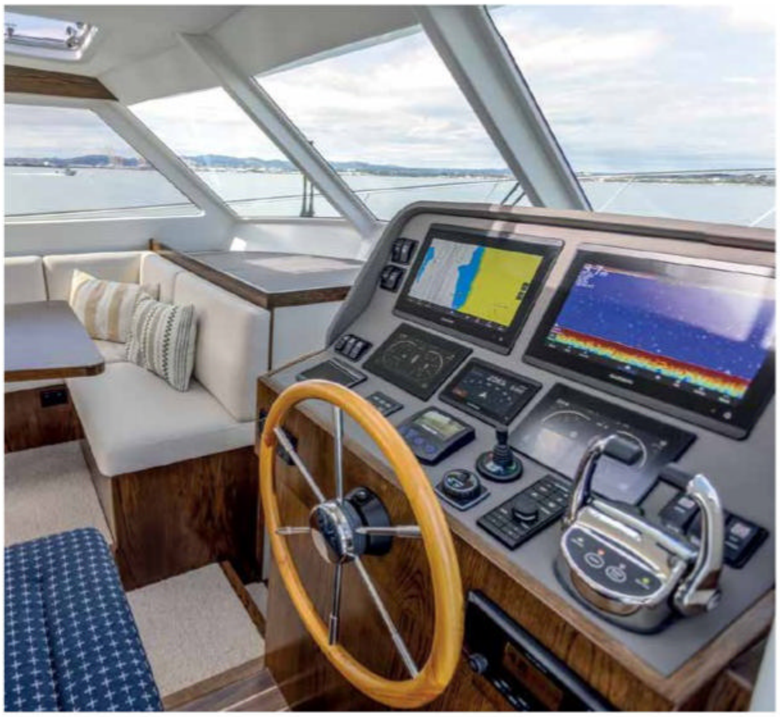

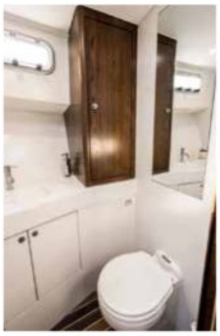

a ply-foam-glass sandwich construction, the lighter structure helping to lower the centre of gravity.

Performance is aided by the hull's shallow tunnels accommodating four-bladed ZF props. Shallow tunnels 'flatten' the shaft angles, reducing draught and generating better horizontal 'thrust' – delivering a more efficient drivetrain.

Upfold's speed/performance recommendations (480hp vs 550hp) proved spot on. She displaces 13.9 tonnes and cruises comfortably at anywhere up to 27 knots, with a top speed of around 32 knots. Her 1,200-litre fuel tank is plenty for extended Sound cruising – and beyond.

ACCOMMODATION

Kaeā's relatively conventional layout is enhanced by the Marra team's impeccable joinery, geometric precision and attention to detail.

The vessel sleeps four in two cabins – the forepeak master suite has an island bed, with another double in the second cabin just aft (port). They share a bathroom (starboard) with a separate shower. Separate showers are always a treat. There's also a cockpit day head.

You feel a real sense of elegance in these cabins – the rich, dark oak joinery contrasting with the plush, off-white carpets on the floor and cabin sides. It's a theme that continues throughout the interior, orchestrated by décor specialist Kim Forkert (Parkhurst Design in Hamilton).

Up in the saloon, the panoramic views are the obvious standout. The windows are massive – plenty of light enhancing the sense of spaciousness and offering great visibility from the helm. But if you feel a little exposed in a crowded anchorage, there are drop-down blinds hidden behind pelmets. Very stylish.

The sliding door next to the helm offers multiple benefits: ventilation on sweltering days; the skipper can poke his/her head out to bark orders at the foredeck crew; if short-handed,

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he/she can step out and dash forward/aft to deal with bow/stern lines when coming alongside.

A plush, generously proportioned sofa runs down the saloon's starboard side – plenty of seating for guests. Immediately behind it is a pop-up TV. Opposite, a spacious U-shaped settee surrounds the large saloon table (more precision joinery).

The bench also houses a large subwoofer speaker – it's very discreet. The owner is evidently a music buff, and in the isolation of the Sounds I imagine he'll be tempted to crank up *Hotel California* to a decent level. Do *NOT* spill red wine on the upholstery/carpeting while singing along!

Immediately aft is the U-shaped galley. It contains a two-burner gas hob, a gas oven below, heaps of storage, and more great views. Opposite is a fridge/freezer. A second fridge-freezer is located under the cockpit seating. A large, drop-down window (electrically operated) forms part of the galley's aft bulkhead, providing easy serving access to the cockpit table for drinks/al fresco meals.

With the window retracted and the bifold doors fully open, there is effectively a continuous, open-plan area from helm station to cockpit. She's a versatile vessel. Perfect for a couple's romantic sojourn but easily adapted to spontaneous parties (those rowdy guests from the anchorage).

COCKPIT

Another spacious area, it's able to host drinkers and anglers in equal measure (together if necessary). The cockpit table is a particularly clever bit of design/craftsmanship: it (and its pedestal) is quickly disassembled to create more space. The table-

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top lives under the cockpit hatch, secured in chocks, where it's easily accessible.

One of Upfold's popular design features is a sliding door separating cockpit from swim platform. A much neater solution than swinging doors, it disappears into the transom. I also like the removable BBQ and bait board.

The BBQ couples to a mount built into the transom and plugs into a nearby LPG port. Similarly, the baitboard has mounts on the trailing edge of the swim platform. Both items are stowed in the large cockpit lazarette but can be deployed quickly when needed. A neat solution that leaves stern views uncluttered.

The cockpit also features a second helm station (starboard) to aid reversing into tight berths – it includes a bow thruster joystick and throttles. Back at the transom is a basin/pullout shower – a convenient washdown facility for salty swimmers and smelly anglers.

OPPOSITE A spacious cockpit and the pristine engine room. The generator sits between the engines.

BELOW If you're in a hurry, a firm hand on the throttles will bring up 32 knots.

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LEFT A great spot for observing the passing show. Very neat, geometrically precise woodwork.

BELOW Classic lines reinforced by an elegant paint job and colour scheme.

But my favourite cockpit feature is the aft-facing day head. I can't be sure it was part of the design brief, but being able to watch sunrises or dancing lures while responding to nature's rhythms – well, it's the ultimate room with a view.

Sun lizards will enjoy the expansive foredeck area – bring a cushion and a cocktail. There's also an enormous amount of space on the cabin top. The boat's electrical infrastructure runs off AGM batteries, and while there are no solar panels keeping them perky, there is ample room on the roof should the owner change his mind.

UTILITY/ENGINE ROOM

The Cummins engines enjoy a pristine environment – and there's tons of space for checking/changing oil, coolant, filters, and belts. Everyday access to the engines is through the aft bulkhead of the shower; it leads you into a large utility room, which in turn leads to the engine room.

Like everything else on the vessel, the two areas are immaculate, well-lit, and resplendent in their white/silver surfaces. Maintenance will be a welcome chore. The sloping bilges are thoughtfully lined with non-skid to aid your mobility.

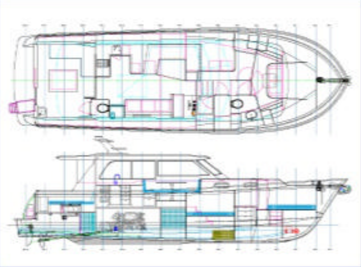
Kaeā translates as 'to lead'. The Marra crew has stamped a distinctive benchmark on the vessel, and I wouldn't be at all surprised if the project leads to many more Elites.

Welcome to the club, Marra Marine.

13.8m Elite Sedan *Kaeā*

TECHNICAL SPECIFICATIONS

loa	13.8m
beam	4.4m
draft	0.9m
displacement	13,900kg
engines	2 x 480hp Cummins QSB 6.7
props	ZF 4B
fuel	1,200 litres
water	800 litres
cruise speed	up to 27 knots
max speed	32 knots



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LIGHTER, STRONGER HUNTERS

Auckland's Haines Hunter has expanded its vacuum-infusion manufacturing production line, adding the popular 725 model's hardtop to the process.

The company's shift to vacuum-infusion production began a few years ago with the internal liner for its 485 model. The process was quickly extended to the hardtop for the 635, and then, earlier this year, to the 725's hardtop.

"It's a gradual migration," says director Denis Kendall. "Vacuum-infusion brings multiple benefits, but large components like hardtops, decks and hulls require new CNC-machined moulds. That's significant capex, so we will introduce the technology progressively."

The system's advantages include much faster production – and lighter, stronger components manufactured with consistent, repeatable quality. The process also uses far less resin and is much cleaner (the crews love it!).

Structural integrity and superior strength, says Kendall, derive from a higher fibre-to-resin ratio, and the introduction of a layer of carbon fibre to the laminate. "Previously, we would place 600-gram chop strand against the gel coat – a sticky, labour-intensive process involving multiple stages, accompanied by plenty of fumes.

"With this new 'carbon composite structure' – we place a layer of carbon fibre directly against the gel coat. The carbon product is called 'Quad' because it actually features four layers of fibre running in different directions.

"A composite 'mat' comprising three separate layers goes over the carbon fibre. It's a relatively new product on the market, formed from a layer of 150-gram e-glass, a flow-medium in the middle and an 800-gram woven roving on the outside. In the large, flat panel sections of the hardtop we also introduce a layer of foam for additional stiffness.

"The major advantage of this production method is that feature

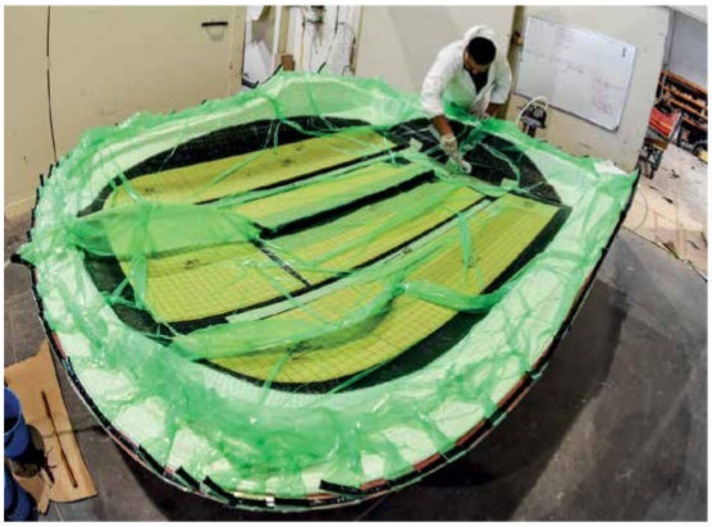
High-tech hardtops

WORDS AND PHOTOGRAPHY BY **LAWRENCE SCHÄFFLER**

SIMRAD
SPORT PURSUIT
SP725 HAINES HUNTER

BELOW The new hardtop is a feature on Haines Hunter's premium models.

BOTTOM Vacuum infusion means much faster production and lighter, stronger components.



> ‘The major advantage of this production method is that these layers are all dry…’

these layers are all dry – they are cut and placed in situ quickly and easily. The resin is only introduced once the structure has been ‘bagged’ and a vacuum drawn.”

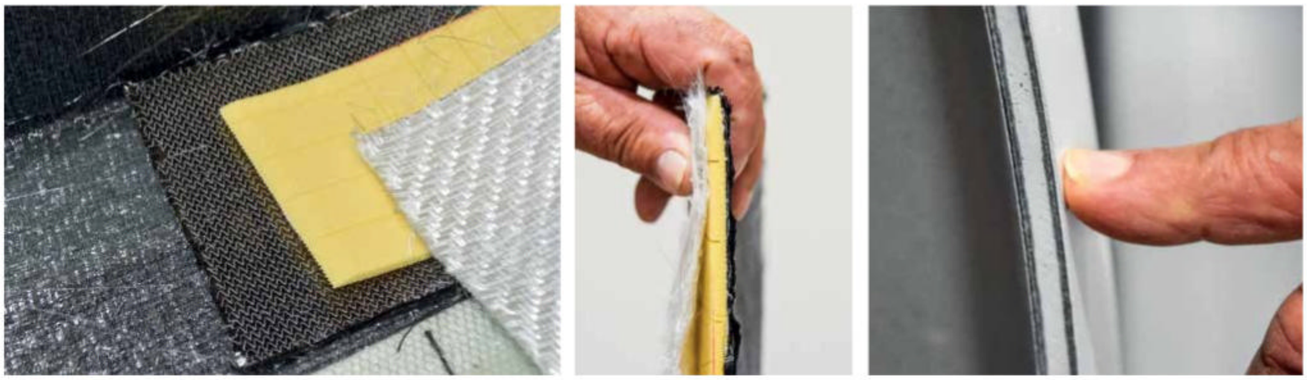
Faster production is a bonus. “We’ve cut about 80 hours from the manufacture of a 725 hardtop. The actual infusion – where the resin is sucked into the laminates – takes about 35 minutes with the 725 hardtop.”

The improved fibre-to-resin ratio (resulting in better

SIMRA
OVERLANDER
SARISHA

LEFT The new hardtop is also fitted to Overlander amphibious models.

BELOW The hardtop's construction comprises three different layers which are fused into a single super-strong structure, right, by the vacuum infusion manufacturing process.



> ‘Lighter, stronger components also make for better weight distribution...’

strength) is clearly demonstrated in the 635 hardtop: the fibre content was about 33% – with vacuum infusion it's now 50-55%, and the hardtop now weighs around 22kg. Reducing weight from the hardtop, Kendall points out, equates to a lower centre of gravity with enhanced vessel stability/performance.

“Lighter, stronger components also make for better weight distribution – an important consideration as boats become more complex with sophisticated components. For example, just about every 725 that leaves our factory today has a heavy fridge/freezer under the seat. Having more leeway with weight distribution is useful.”

Additional vacuum-infusion benefits, he says, will come when production switches to a silicone product for the bagging. “Today we're using plastic bags – but they can only be used once and are discarded. Silicone bags can be used repeatedly.”

The new process also offers aesthetic benefits. “Adapting our designs and styling becomes a little easier with vacuum-infusion. Take the 635 hardtop: it has quite a few compound curves, shapes and angles – difficult to perfect when using a manual lay-up. The vacuum process delivers precision.”

Haines Hunter is recognized for its distinctive continuous improvement ethos, summed up in its branding – ‘The Ride just gets Better’. Vacuum-infusion production will underscore the claim, delivering lighter, stronger and sleeker hunters.

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Let’s put this with that...

Pairing different soft-baits with specific jig-heads can significantly increase your chances of a successful fishing day.

It is crucial for anglers to understand that soft-baits are made from different materials and often require specifically designed jig-heads to maximize their effectiveness. And if the subtleties of various rigging techniques are also known, so much the better...

WHICH PRODUCTS GO TOGETHER?

First, check out the composition of the soft-baits you plan to use. If it’s a Gulp! product, the soft-bait will be relatively dense and firm to the touch. Jig-heads fitted with small ribs along the shank are better suited to these more solid soft-baits as they can be pushed on more easily.

However, although made from quite a dense material, Gulps are relatively fragile, so the jig-heads’ hook is best threaded through the centre, as they are easily ripped when rigged in other ways. (See Diagram Sequence 1 on how to rig Gulps, along with other soft-baits lacking a ‘belly slit’ [i.e. the example used in the photo sequence].)

Also, because Gulp! products are not very compressible, it pays to choose a jig-head with a hook size that’s a bit bigger than those used with stretchy soft-baits. Otherwise, the hook’s gape is effectively obstructed by the firm tail, so hook-ups are less secure, meaning fish could rip off during the fight.

PHOTO SEQUENCE 1

Pic 1: This is obviously *not* a Gulp!, because they are rather messy to handle and photograph. This image shows two small ribbed jig-head options: a heavily-weighted, articulated rig for deepwater fishing and another much lighter one for the shallows.

First, place the hook alongside the soft-bait and make a mental note of where the hook point should emerge. (When learning, you might even make a dot with a permanent marker pen.)

Pic 2 and 3: Take care to place the hook’s point in the exact middle of the tail’s circumference before pushing the tail along the shank.

Pic 4: Emerge the hook point; if the soft-bait does not sit straight afterwards, have another go until it does; otherwise, the lure’s action will not be attractive.

The other two popular soft-bait brands, Z-Man and Bait Junkie, are a lot more elastic and supple, although they are made from very different materials to one another.

They are also reasonably durable, with Z-Mans typically lasting anywhere from six to 20 fish per tail and Bait Junkies just a little less. Although Z-Man and Bait Junkie soft-baits are versatile when it comes to rigging due to their toughness, their elasticity makes them unsuitable for small-ribbed jig heads as

First, check out the composition of the soft-baits you plan to use.

fish dislodge them easily. Jigheads fitted with large ribs or barbs are a far better companion. As for hook size, these soft-bait types are easily squashed, especially if they have a belly slit, so you can use the smallest hook that clears the soft-bait and is strong enough to withstand the reel's drag pressure.

PHOTO SEQUENCE 2

Pic 1: Get an idea as to where the hook should emerge along the soft-bait tail's length.

Pic 2: Ensure the hook point is placed exactly in the middle of the tail's circumference.

Pic 3: Feed the soft-bait along the hook's shank; the hook should emerge into the belly slit. Make sure it's perfectly centred.

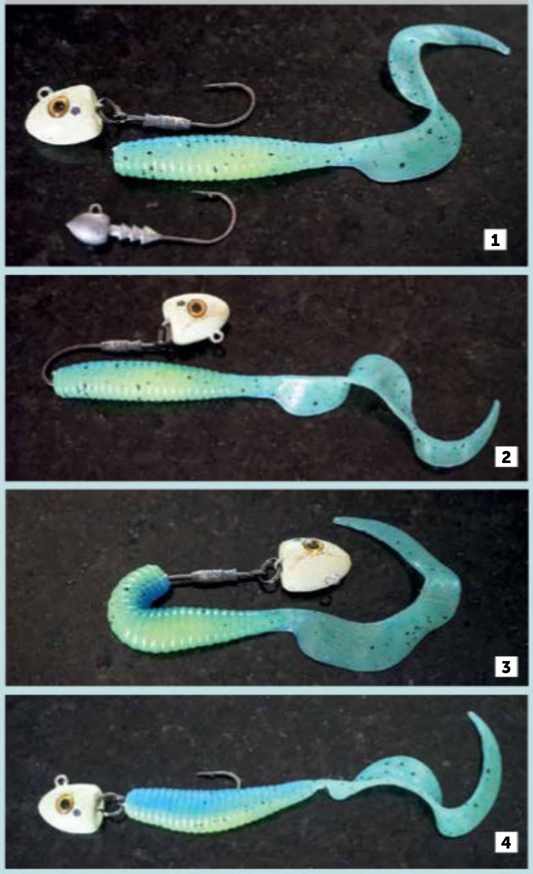
Pic 4: Continue pushing the tail on until it's snug up against the jig-head.

Pic 5: Spin the tail around 180°; estimate where the hook should emerge.

Pic 6: If you have guessed right, it should look nice and straight like this.

There is still a place for 'worm hooks'; they are especially useful when fishing in rocky, weedy areas, as they are streamlined, and the hook tip can be nipped lightly into the lure's body if desired to make it even more snag-proof.

PHOTO SEQUENCE 1



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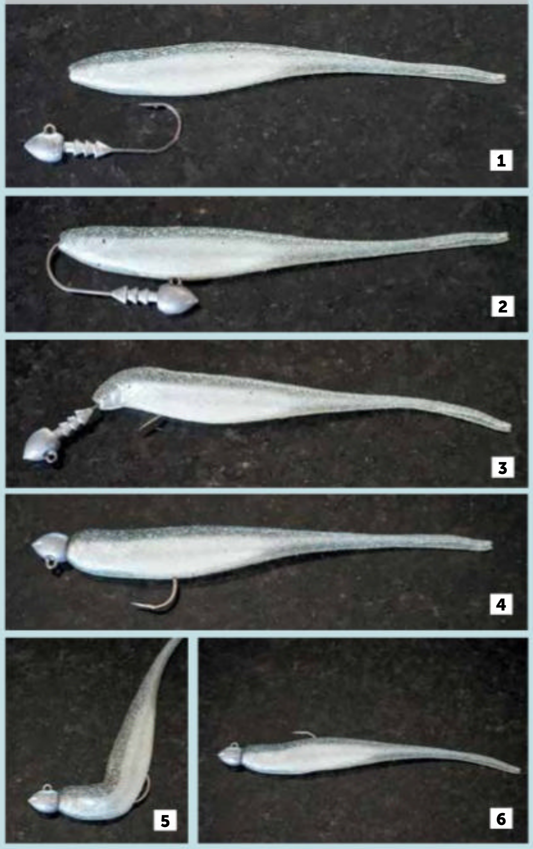

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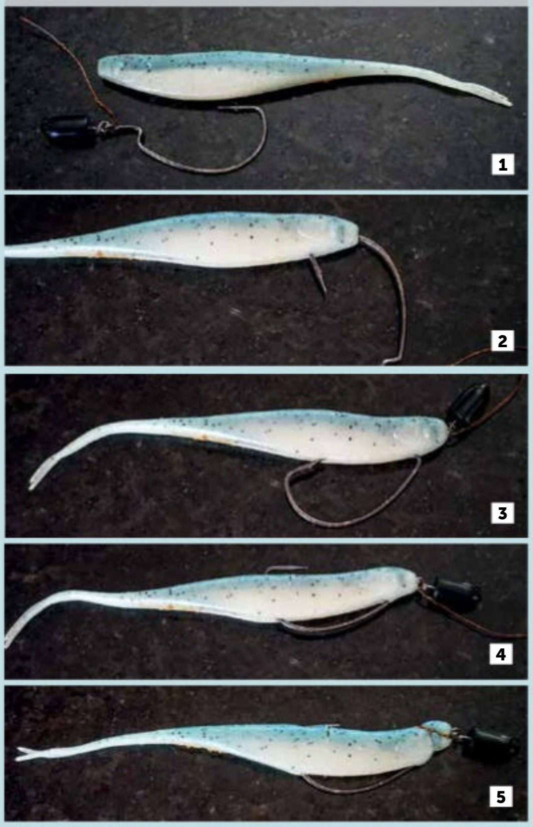

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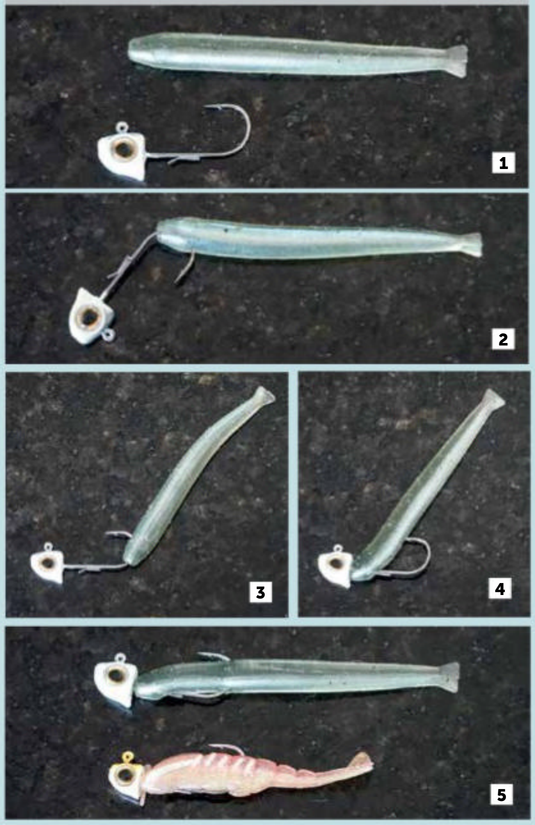

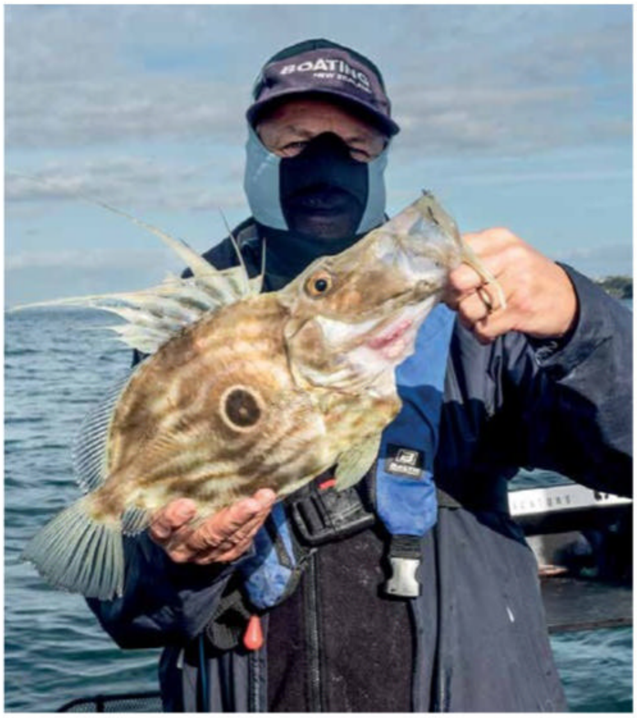

PHOTO SEQUENCE 3

Pic 1: Line the hook up against the lure to see where the hook should emerge.

Pic 2: Place the hook centrally into the tail's circumference, slip it along for a few centimetres before ducking back out again in the 'chin' area. The distance should be a similar amount to the short section behind the hook's eye.

Pic 3: Slide the 'nipped' tail right along the hook to the eye, then rotate 180°. The nipped section should snug in nicely before the right-angled bend.

Pic 4: Push the hook through the tail, ensuring that the tail stays straight.

Pic 5: A worthwhile option involves wrapping a strand of copper wire around the tail's head to make it harder for fish to dislodge.

Interestingly, although I no longer use the above technique much these days, I've adopted the concept to help increase the effectiveness of my micro-baiting. Smaller, slimmer softbaits are particularly compatible with jig-heads with light hooks and metal tangs, properties that enhance their effectiveness in attracting fish.

Worm-hooking these small soft-baits results in less damage to the lure and the hook point ends up much closer to the soft-bait, making it more likely to be eaten along with the lure.

PHOTO SEQUENCE 4

Pic 1-5: Follow a similar path to the worm-hook process mentioned above, but this time we're aiming to have the 'nipped' section held in place by the metal tang welded in place. Don't worry about the slight angle created by the hook shank running along the soft-bait's belly – the fish sure don't care! Also note the small shrimp-type soft-bait shown below the 'anchovy' imitation – it's another killer you should try!

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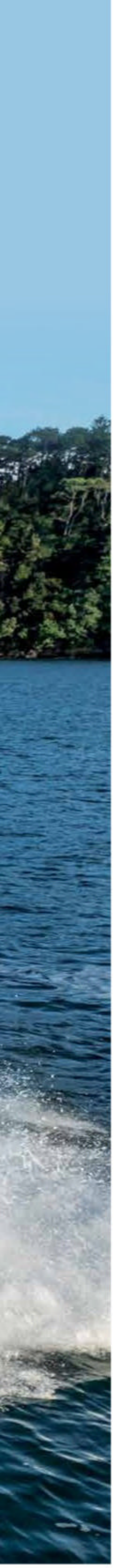
A NEW ZEALAND SUCCESS STORY

Designed by Bill Upfold and brought to life by Allan Tongs Boatbuilders, the Elite AT43 motor launch is more than just a beautifully crafted vessel—it's a boat that truly understands how Kiwis like to get out on the water, effortlessly blending practicality with luxury.



Kiwi favourite

WORDS BY
KIRSTEN THOMAS
PHOTOGRAPHY BY
ROGER MILLS

With Hull number 10 now in production, the Elite AT43 has carved out a solid place in the New Zealand boating market.

Every single boat is pre-sold and each build is refined and improved based on owner feedback, making every new AT43 just that little bit better.

FAMILY LEGACY

Allan Tongs Boatbuilders has been crafting luxury motor yachts in Auckland since 1983. Originally led by Allan Tongs, the company has always had a reputation for meticulous craftsmanship, smart design, and a commitment to quality. When Allan retired in 2022, his son Nigel took over with his wife, Ester, continuing the family legacy.

Many in the team have backgrounds in high-profile builds – Volvo Ocean Race yachts, America's Cup challengers – you name it. That's the level of expertise going into these boats, and right now, the company is exclusively focused on building the Elite AT43, which speaks volumes about the confidence it has in this design.

DESIGNED FOR KIWIS

The AT43 isn't just easy on the eye – it's designed to work seamlessly in real Kiwi boating conditions. It's small enough to slot neatly into a 13.5m or 14m berth, yet large enough to feel like a true motor yacht.

Its hand-laid GRP moulded hull is robust but lightweight and you can choose between a single Volvo D8 600hp engine or twin 440hp D6s – both solid options depending on whether you prioritise efficiency or a bit more punch. Either way, the boat delivers a smooth, confidence-inspiring ride, even when the conditions aren't perfect.

One of the smartest touches? The silent chines – they keep things whisper-quiet, even in a slight chop.

ENTERTAINER'S DREAM, PRACTICAL TOO

Step aboard, and the cockpit immediately stands out. There's plenty of room to fish, dive, or just kick back and relax – the layout flows beautifully. Whether you're cooking up the day's catch on the concealed BBQ station, rinsing off at the hot and cold transom shower, or setting up a beanbag with a cold drink in hand, everything feels effortless.

ABOVE The Elite AT43 is smart, self-sufficient and supremely comfortable. It's designed for Kiwi-style boating and built to the highest standards.

"The swim platform is fantastic – not only for fishing but also for lounging with a bean bag and a cold gin in hand," explains Ester Tongs

Inside, the U-shaped galley connects beautifully to the cockpit dining area, thanks to a drop-down electric window that disappears with the push of a button. It's a smart feature that makes entertaining a breeze, whether you're serving up a meal or simply keeping conversation flowing between inside and out.

Storage is well thought out too – a full-size built-in fridge/freezer, a microwave, and a custom pull-out pantry keep everything tidy and within easy reach. The Hi-Macs solid surface benchtop is durable, stylish, and easy to clean – ideal for extended cruising.

SLEEP IN COMFORT

The master cabin features a generous walkaround berth, and handily placed steps, meaning no awkward climbing in and out of bed. The guest cabin is smartly designed to switch between a double or twin singles, and there's even a dedicated bunk room – perfect for kids or extra guests.

There's a full-size shower and separate WC, bringing a residential level of comfort that's often missing in mid-sized launches, and the bathroom door swings across the corridor leading to the master cabin, creating a private ensuite-style retreat by sectioning off the entire master suite, shower, and bathroom for added privacy.

"This isn't a boat where you feel like you're squeezing into a tight cabin. It's got space, light, and smart design," says Ester Tongs.

SMART, SELF-SUFFICIENT

The Elite AT43 is designed to be self-sufficient, so you can stay out on the water longer without relying on a marina.

The AGM house battery system with solar charging eliminates the need for a generator, while LED lighting, gas cooking, and other power-saving features help reduce energy use, and optional bow thrusters.

ABOVE Cockpit and saloon blend together seamlessly.

BELOW The Elite AT43 is stylish and capable.

TICKS EVERY BOX

If you're looking for a motor launch that blends practicality with elegance, performance with comfort, and production efficiency with custom-level refinement, the Elite AT43 ticks every box. It's stylish. It's capable. And most importantly, it's built by Kiwis, for Kiwis.

The Elite AT43 isn't just a boat – it's a true New Zealand success story, and while the wait time for a build slot is often two years, there is currently one slot available, starting in October this year. BNZ

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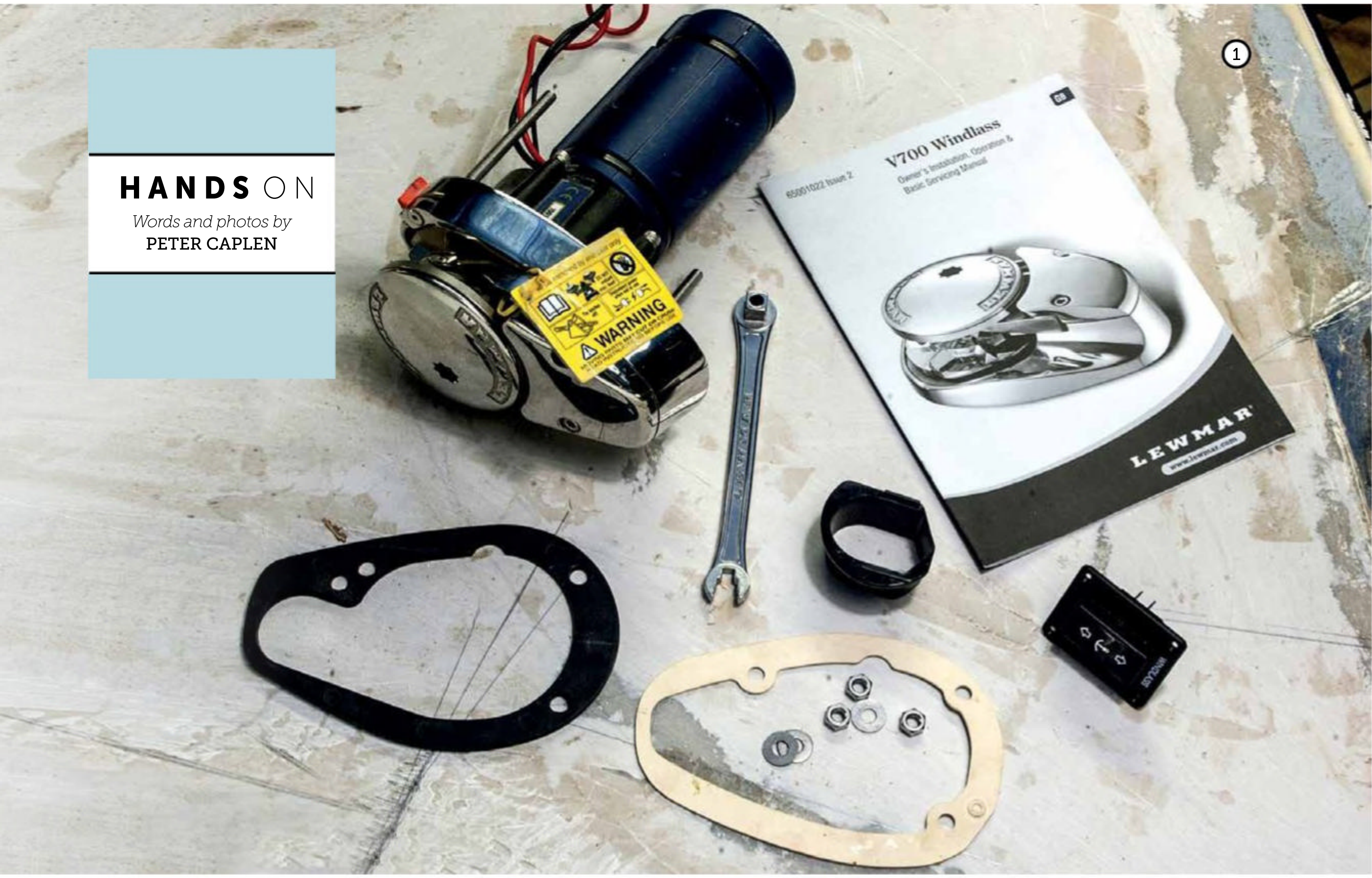
HANDS ON

Words and photos by
PETER CAPLEN



12-volt anchor windlass installation

Installing an electric anchor windlass is not a difficult job but it does need care and a strong base if it is to operate safely. The V700 windlass from Lewmar that we are installing is very compact but packs a powerful punch, requiring a modicum of respect when in use.

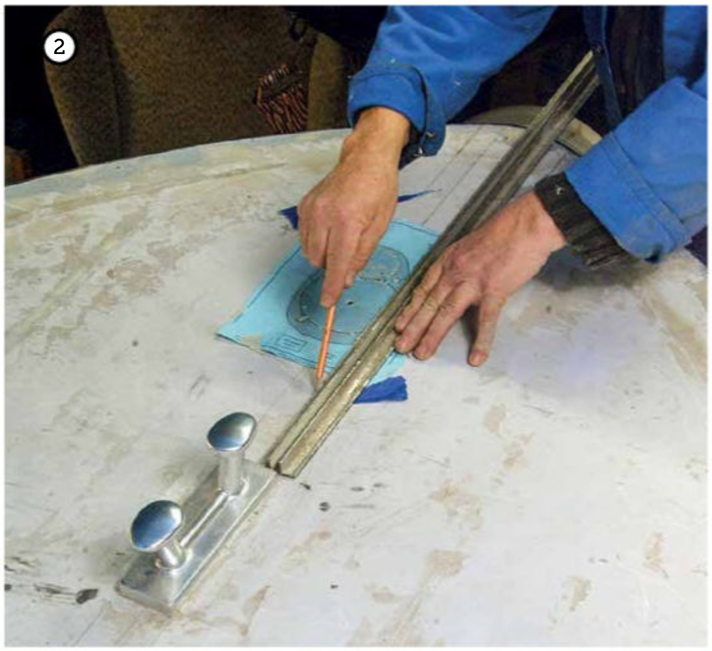
The modern anchor windlass is a fraction of the size of its predecessors yet has as much, if not more, power and a generally higher operating speed. Vertical windlasses such as this V700 are compact in the extreme due to the motor being mounted below deck and offering a very low profile compared with the more traditional horizontal type where everything is contained within the windlass body above the deck.

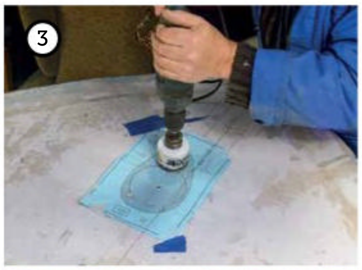
There is very little difference in the installation process for vertical and horizontal types, the main point being that the vertical machine requires an additional large hole in the deck to accommodate the motor, as well as the hole providing access to the chain locker required by both types. Electrical connections, including the main circuit breaker, reversing contactor, and wiring are all identical. As this particular windlass (like most modern vertical models) includes a rode counter sensor, we are also installing a rode/chain counter in the installation.

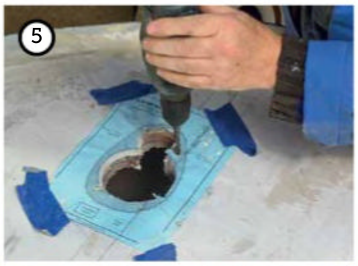
THE WINDLASS KIT (PIC 1)

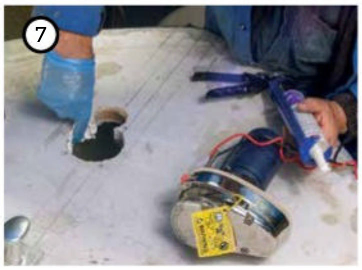
Here we have the basic kit straight out of the box. Clockwise, starting with the windlass itself, we then have the manual operating spanner, which is also used for installing the windlass mounting studs (already loosely screwed into the windlass body). Then the chain feed ring, which protects the sides of the hole where the chain passes into the chain locker; the installation and operating instructions; the windlass operating switch; the mounting gasket; and finally, the steel backing plate that fits below the deck.

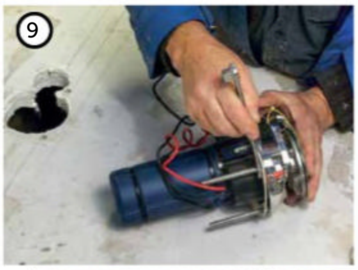
3. Using hole-saws of the appropriate size, the two holes – one for the motor and one for chain access – are cut into the deck.
4. The two cut-outs are then removed and discarded.
5. The template is then refitted and the holes for the mounting studs are drilled.
6. The bare edges of the holes are protected with polyurethane sealant that is gunned on.
7. This is then smeared over all the edge to ensure it is properly sealed.
8. It is then left to cure before installing the windlass. Mainly to avoid getting everything smothered in sealant!
9. The mounting studs are snugged up tight using the supplied spanner prior to windlass installation. The mounting gasket has also been fitted.
10. Polyurethane sealant is applied to the deck around the cut-out.
11. The windlass is then placed into position ready for tightening down.
12. This lousy pic was the best I could get with the camera thrust blind into the chain locker! The backing plate and nuts are yet to be fitted.
13. At this point the sealant can either be left to cure and then sliced off using a craft knife or wiped off using paper or rags, we chose the former!

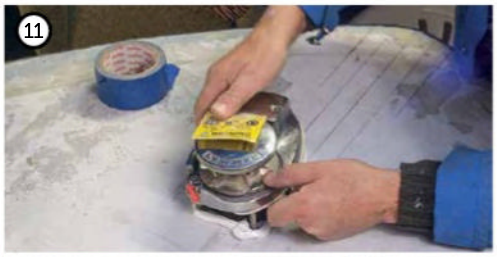












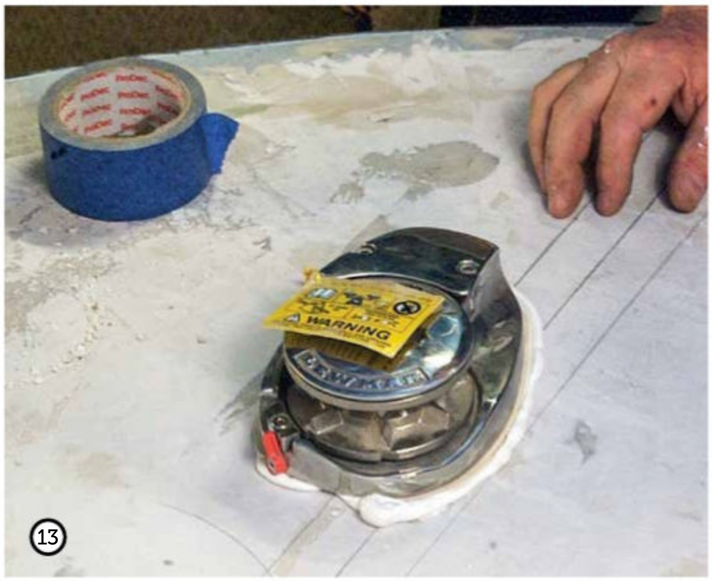
> There is very little difference in the installation process for vertical and horizontal types...

Note: Also included in the set is the reversing contactor and main circuit breaker that will be mounted in the vessel's electrical department.

MOUNTING THE WINDLASS (PIC 2)

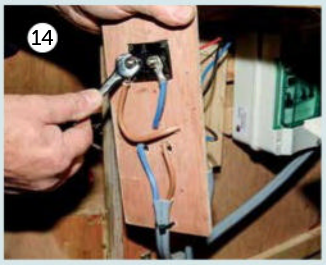
The cutting and mounting template is positioned on the deck following the instructions in the installation manual and the mounting position in relation to the bow roller is marked onto the deck. (In this instance we are also fitting a new self-stowing bow roller as part of the job).

Note: If the deck is not perfectly flat, a mounting pad will be needed to take up the curvature where the windlass is to be fitted. It is also important to ensure there is sufficient drop inside the chain locker to allow the weight of the chain to draw it off the gypsy when hauling in. A minimum of 300mm is required.



ELECTRICAL CONNECTIONS

It is important to use the correct size of cable for the length of the run to avoid voltage drop and reduced performance. The cable run is the total length of the positive and negative cables when added together.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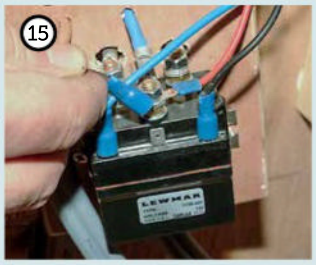
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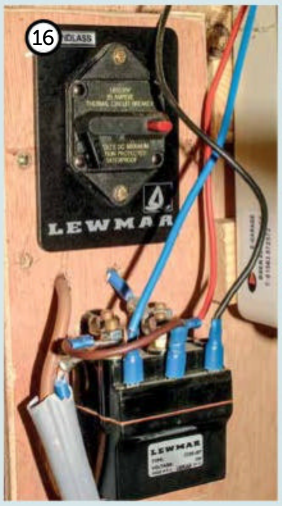
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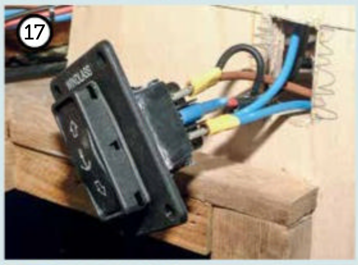

17

18

19
LEWMAR
CHAIN COUNTER
CAL
RES

14. The electrical panel is a simple piece of ply with the circuit-breaker and contactor screwed to the front. Using heavy duty crimp terminals for the cable terminations, the in and out feeds to the circuit-breaker are connected and tightened.

15. The connections to the contactor consist of heavy-duty crimps for the main power supply and standard spade terminals for the operating current. 10mm cross section cable was specified for the power cable run on this installation.

16. Once the cables are clipped to the board the panel will look a lot neater!

17. The windlass operating switch was connected using standard crimp terminals. The additional cables are the connections for the rode counter up and down sensors as this is the easiest place to connect them into the system.

18. The windlass switch set into the side of the main instrument panel (which is waiting to be trimmed with foam backed vinyl).

19. This is one of the older-style rode-counters but the wiring and set-up is just the same as the for latest model and obviously the sensor is compatible.

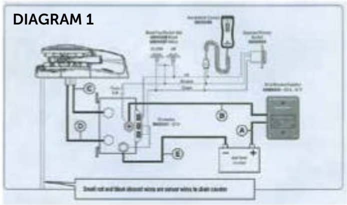


DIAGRAM 1

This wiring diagram includes the contactor that we used and also shows optional remote and foot controls that we didn't.

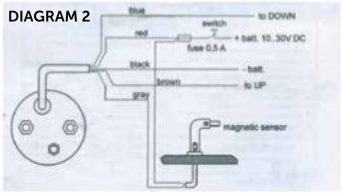
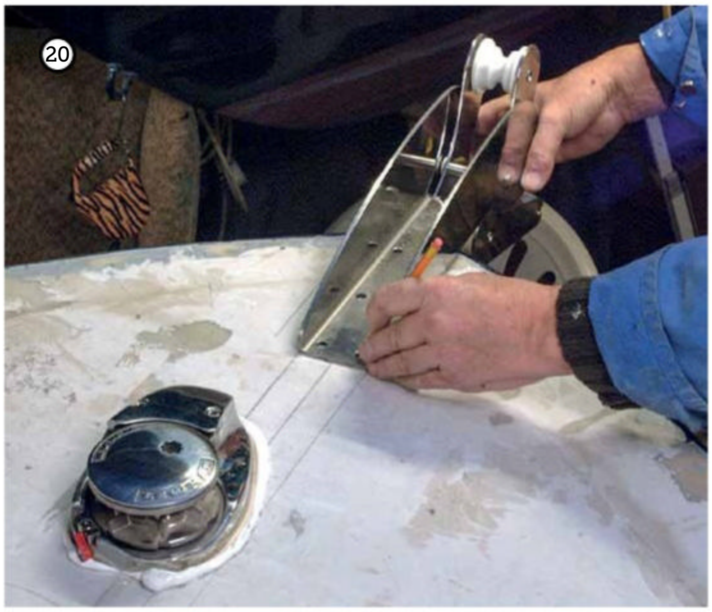


DIAGRAM 2

The chain counter wiring is simple and can be connected into the main system in a variety of places. We used the windlass switch connections.

FITTING THE BOW ROLLER (PIC 20)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21

22

23

24

25
WONDER WIPES

20. We were looking for a self-launching bow roller and found one at our local marine supplier, along with a matching Delta-type anchor. This was aligned with the marks on the deck to ensure it was positioned correctly with regard to the chain-wheel (gypsy). The mounting holes were then marked on the deck.

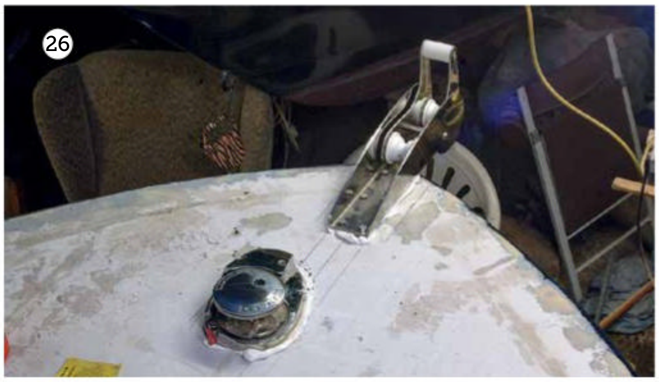
21. The holes were carefully drilled after first checking inside the chain locker that the ends of the bolts would be accessible for fitting the nuts.

22. Sealant was applied around each of the fixing holes.

23. The roller assembly was placed in position and the bolts pushed through the deck.

24. A piece of 2mm stainless was cut to shape as a backing plate and drilled to correspond with the rearmost four holes in the roller. The front two were impossible to get the plate over and instead we fitted 'penny' washers on these.

25. Once all the nuts had been tightened the sealant that had squeezed out around the bolt heads was removed using a 'Wonder Wipe' as these seem to clean off just about everything from surfaces and hands!

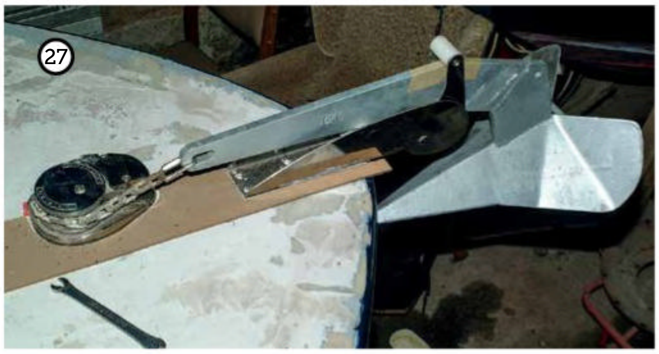


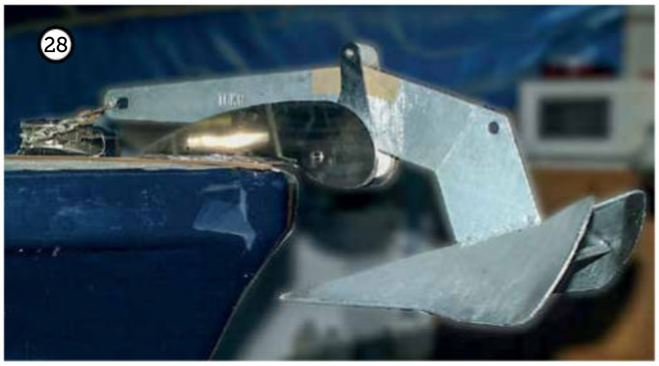
26. As with the windlass itself, the sealant around the outside of the roller assembly was left to cure before being trimmed off.

NOTE: The windlass is quite close to the bow, but we had little choice in this respect as the motor had to be contained within the chain locker. We therefore calculated where the end of the anchor shank would rest when fully home and with the bow roller mounted as far forward as it would go. The positioning worked out well. In fact, we could not have mounted the bow roller much farther back as the point of the anchor would have hit the bow when it was deployed, which in this position it doesn't!

27. Although the end of the anchor shank is very close to the windlass it winds home and locks securely into the bow roller. (The chain and fitting in the pictures are just for the article – the new chain and anchor swivel had not arrived in time).

28. The tip of the anchor is clear of the bow and does not foul when dropping out of the roller.





CONCLUSION:

A straightforward job requiring only care in the positioning of the equipment and good strong fixings and backing plates.

We will be looking at fitting a chain counter sensor into a non-standard windlass in a later article. BNZ

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BOATBRIEF

YAMAHA HYDROGEN POWER

Hydrogen-fuelled outboard

The world's first hydrogen-powered prototype outboard will make its New Zealand debut at the Hutchwilco New Zealand Boat Show in May.

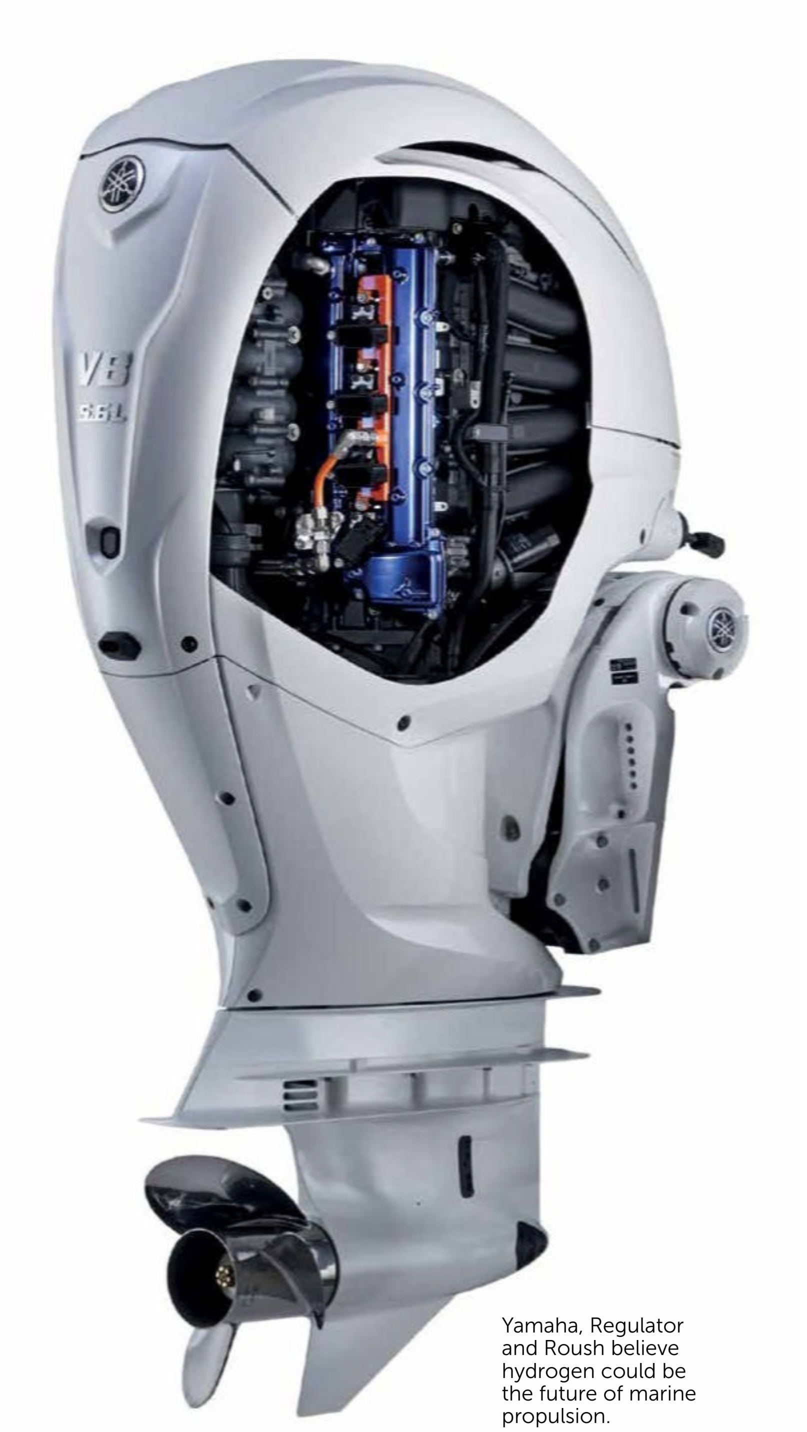
Earlier in 2024, Yamaha unveiled the world's first hydrogen-powered outboard for recreational boats along with a prototype fuel system integrated into a vessel that the company plans to further refine for testing later this year. The effort is part of Yamaha's strategy to achieve carbon neutrality by deploying multiple technology solutions.

Yamaha joined forces with Roush to develop the fuel system to power the new outboard and collaborated with long-time boat builder partner Regulator Marine to build a boat suitable for testing the prototype outboard.

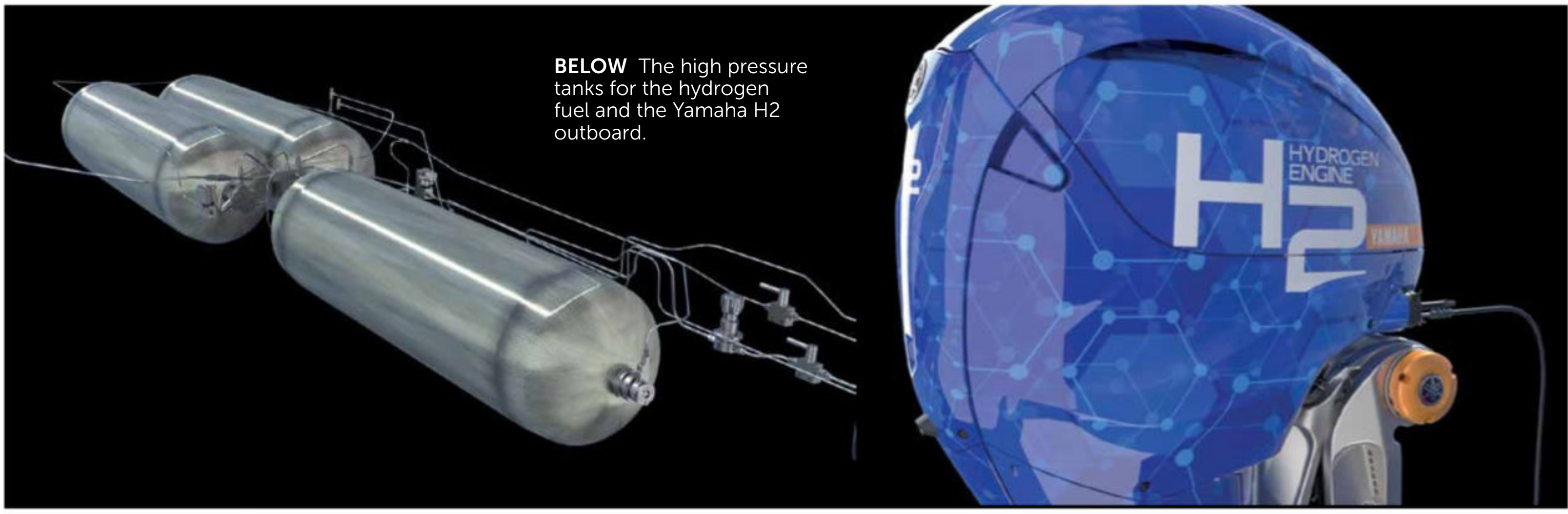
This prototype is based on Yamaha's 450hp XTO Offshore outboard platform. The system is currently undergoing testing to determine performance and viability of the technology in the marine market

By working with Roush on the fuel system engineering, Yamaha gains the benefit of more than two decades of hydrogen systems integration and research.

Regulator Marine built a hull based on the 26XO and modified it to accommodate the hydrogen tanks necessary to power the new outboard.



Yamaha, Regulator and Roush believe hydrogen could be the future of marine propulsion.



BELOW The high pressure tanks for the hydrogen fuel and the Yamaha H2 outboard.

This prototype is based on Yamaha's 450hp XTO Offshore outboard platform.

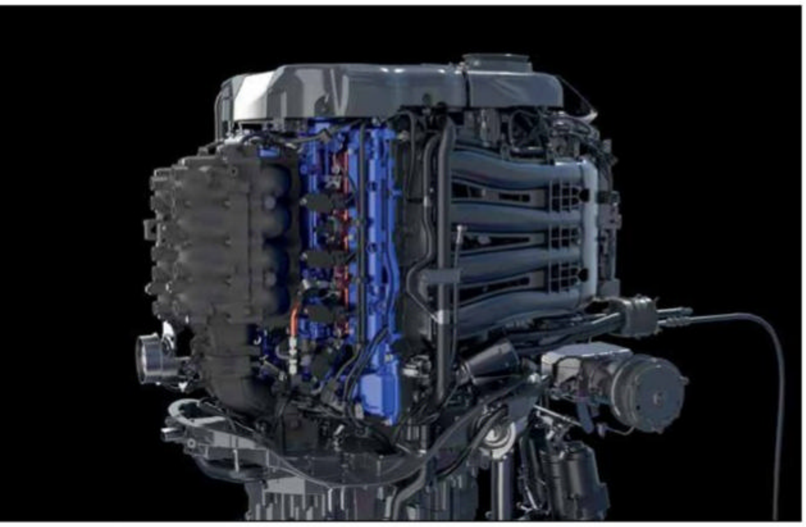
Together, Yamaha, Regulator and Roush displayed the boat hull, fuel system and outboard to demonstrate how hydrogen could work as a possible fuel source in a marine environment. Also, the effort allows engineers to begin the process of determining marine standards for the use of hydrogen in vessels.

The hydrogen-powered outboard is part of Yamaha's strategy to achieve operational carbon neutrality by 2035 and product carbon neutral by 2050. Yamaha is taking a multi plan approach to identifying viable marine propulsion systems including electric, hybrid, sustainable fuel and internal combustions applications.

"Yamaha is exploring all possibilities to achieve carbon neutrality, has made commitments for operations to be carbon neutral by 2035, and Yamaha products to become carbon neutral by 2050. That goal within the marine market can only be reached through an approach that leverages multiple solutions. Yamaha believes hydrogen is a viable method of achieving these goals," says Yamaha Motor New Zealand Marketing Manager, Pete Dick.

"Yamaha wants to be a leader in this space, and encourages others in the marine industry to become involved and be open-minded as we look for ways to build infrastructure and new policy around innovations."

www.yamahamotor.co.nz BNZ



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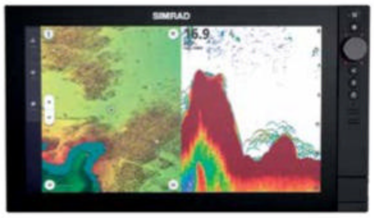

SIMRAD NAVIGATION'S new and improved NSS4 is available in 10, 12 and 16-inch displays.

The new, sleeker NSS4 looks stunning. Touch, rotary dial and keypad control options work in harmony and an updated glass-to-edge design delivers a more premium look and feel to the helm.

Simrad's most powerful Qualcomm 8-core processor to date delivers unimaginably fast speeds, smoother page transitions, and faster auto-routing. Speed is also built into the latest operating system, which is quicker at every touchpoint.

For anglers, a dual-channel 1kW CHIRP echosounder provides enhanced target separation and a clearer, more complete picture of the waters below— and for the first time, users can track four sonar sources on a single display.

C-MAP X-Gen charts deliver cutting-edge navigation, while REVEAL X unlocks a real fishing superpower by adding incredible shaded relief and satellite imagery to your arsenal.

Simrad's latest OS has integration at its core, with seamless networking across the full Simrad suite. NSS4 also boasts extensive support for third-party tech such as Mercury SmartCraft Connect, SiriusXM, CZone digital switching, and much more.

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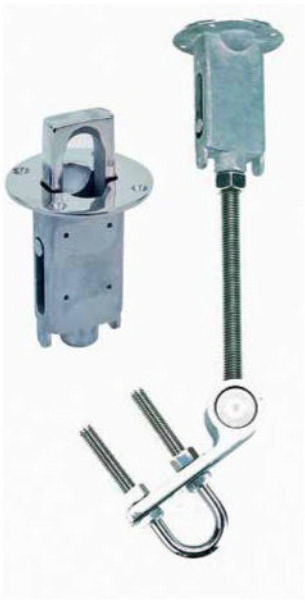

ACCON MARINE'S 203 ROUND LIFTING EYE not only adds a convenient lifting point but also an integrated bow eye-fitting many boats don't have.

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Installation of the Round Lifting Eye base requires a 60mm diameter hole for the small version and 76mm for the large model and four #10 screw holes. The Bow Eye is installed through two holes drilled in the stem's leading edge. Individual components are available, as is a cleated version.

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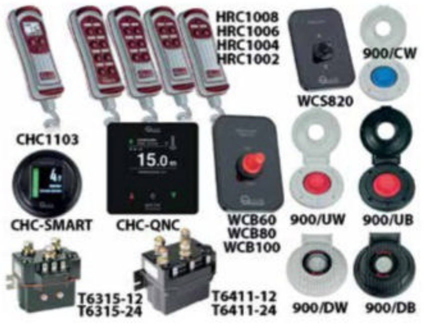

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RETRO BOATS

Reflections: The Robert Brooke Story | Crossword
A Brief History: Hydrofoils | Australian Wooden Boat Festival
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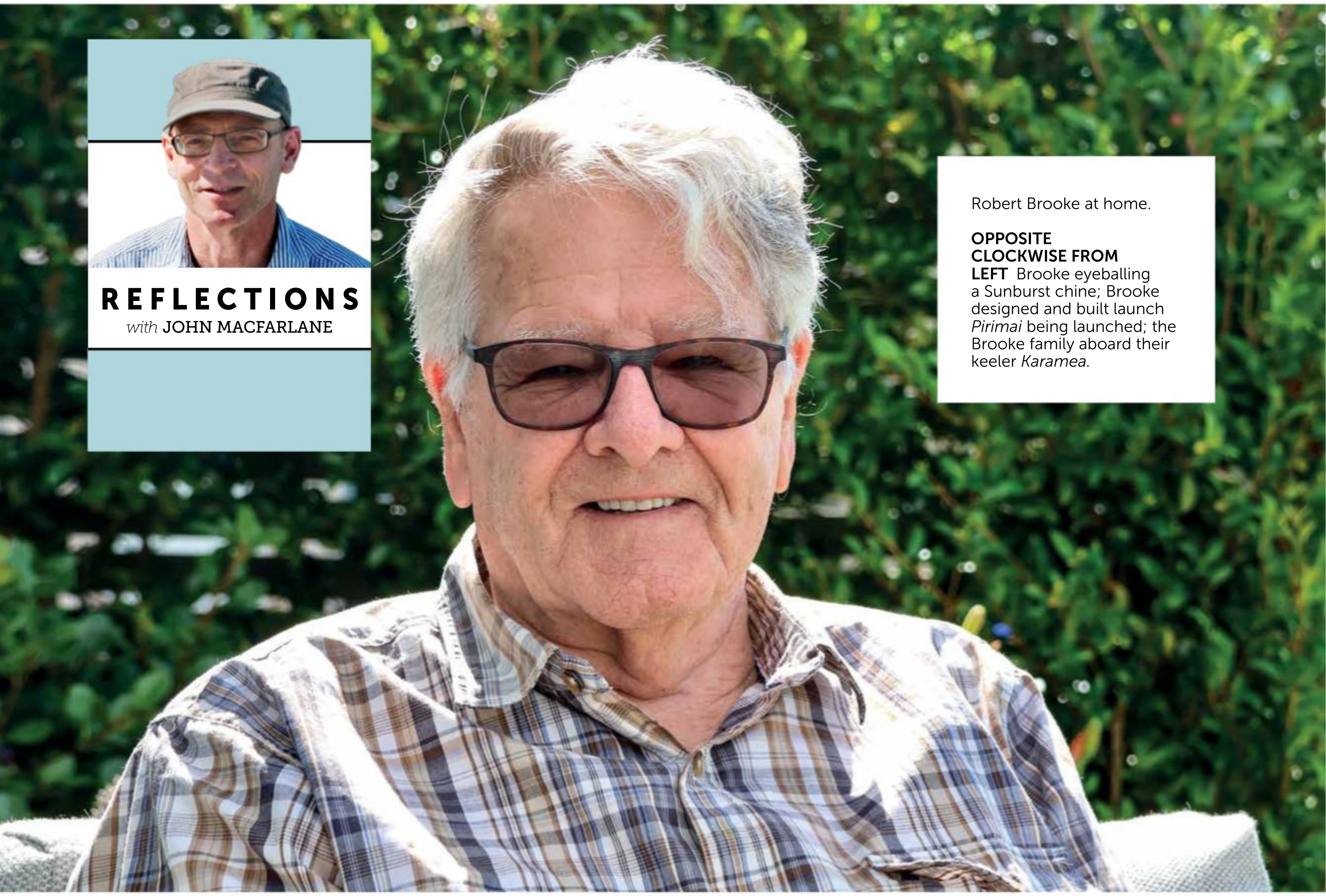
REFLECTIONS
with JOHN MACFARLANE



Robert Brooke at home.

OPPOSITE CLOCKWISE FROM LEFT Brooke eyeballing a Sunburst chine; Brooke designed and built launch *Pirimai* being launched; the Brooke family aboard their keeler *Karamea.*

THE ROBERT BROOKE STORY

Role model

From the ashes of a cut-off boatbuilding career, Robert Brooke reinvented himself as an educator and, over a 40-year career, has positively influenced thousands of young New Zealanders into becoming better people. And he still found time to build many boats. This is his story.

Robert Brooke's story should begin with his father, Jack Brooke OBE (1907–1992). A member of the Territorials during WWII, Jack was seconded to the Department of Scientific & Industrial Research (DSIR) and spent it in Wellington, mainly designing systems to make .303 ammunition more reliable. He was awarded an OBE for this work in 1948.

After the war, the family relocated back to Auckland to Narrow Neck on Auckland's North Shore. Their three children – Don, Robert and Judith – all learned to sail in Jack's Frostbite *Kitoa* at the Wakatere Boating Club (WBC), of which Jack was a founding member.

"I went out with Dad as a forward hand on his Frostbite, and he told me that as soon as I could swim from Divey Rock back to shore, I could sail by myself."

Jack, a very clever man, had a strong moral compass, which had a lasting influence on Robert's character. From an early age, Robert learned that honesty, integrity and doing what was expected were everything.

Robert attended Auckland Grammar School but hated it. Aware of this, on the day he turned 15, Jack took him out of school for an interview with Percy Vos. The next day, Robert began his boatbuilding apprenticeship with Vos. The two developed an excellent working relationship, and within three months, Vos gave Robert enough kauri timber to build a Frostbite.

“There were no plans or patterns; it was all done by eye..."

“These were 300mm x 100mm bulks of kauri, 3.6m long, beautiful timber. He gave them to me, and I’ll never forget that.”

This gift proved a wise investment, as Robert quickly developed a knack for building clinker dinghies.

“There were no plans or patterns; it was all done by eye. Percy would come down at each stage and adjust the shapes; it was great training. He taught me to love clinker dinghies.”

Robert had a wonderful apprenticeship at Percy Vos and, in addition to numerous commercial boats, worked on renowned pleasure yachts such as the K Class *Katrina II* and *Sapphire*, the latter designed by S&S. Incidentally, many years later, Robert had lunch with the late Olin Stephens, who was then 100 years old.

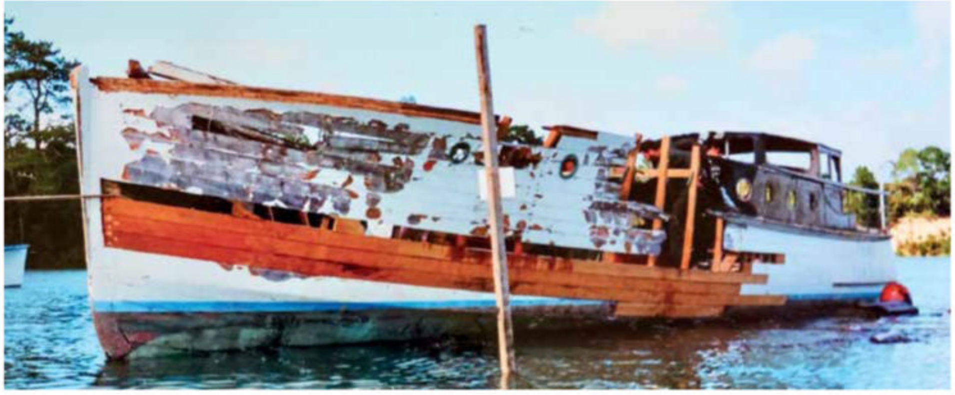
“I thought he was a delightful man.”

After sailing the late Bob Salthouse’s Q Class *Nimble*, Robert wanted one too. He approached the late Des Townson for a Q Class, who instead persuaded Robert to buy the first Mistral dinghy.

“Des and I got on famously. He came over several times to check how I was finishing it off.”

With Ross Duder crewing, Robert sailed his Mistral *Sparkle* for several seasons. In 1960, Robert designed and built the Q Class *Fugitive*, which he raced in the Interdominion 12-foot Championship to fifth place.

In 1961, Robert achieved his Trade Certificate in Ship, Yacht



LEFT The launch *Linda* being rescued for restoration, note the temporary planking.

and Boatbuilding and left Vos not long afterwards to join a longtime boatbuilding friend of Jack's, Snow Waters. One of his first jobs was helping build the 11.5m launch *Mapuna* for the late Bill Stephenson. Robert soon met Stephenson's daughter, Elizabeth, and it didn't take him long to decide on his next goal.

"I had to go up into the bow of *Mapuna* and ask Bill if I could marry his daughter."

The answer was yes, and the couple married in 1962. They eventually had three sons: Russell, Michael, and Stephen.

After several years with Waters, in 1967, Robert went out on his own. One of his first contracts was to build a 10.4m fishing boat, which he did from a rented shed at the late John Salthouse's yard at Greenhithe. During the launching, one of the cradle arms collapsed, and the boat fell over and pinned Robert into the mud. The boat was lifted, and a badly injured Robert dug out. Six weeks of recovery followed, but his injuries meant his professional boatbuilding days were over.

As an interim, Robert spent 18 months at Sydney Woodroffe Ship Chandlery. However, in his spare time, he designed and built an 8.5m keeler named *Karamea*, which was used for racing and family cruising for two years.

"A lovely little boat."

In 1968, Robert decided on a teaching career and spent the next year at Auckland Teachers' Training College. Now aged 28, he had to complete his School Certificate, including maths, which hadn't been his favourite subject.

After qualifying, Robert was appointed Teacher of Technical Drawing, Mathematics and Woodwork at Mt Roskill Grammar School for two years and then Head of Department (HOD) Tech, Maths and Timetable at Mangere College for five years. These were excellent positions for someone relatively fresh into a new career.

"I wanted to get to the top of what I was doing and worked hard. It was full-on, but I loved it."

In 1974, Robert was awarded his Advanced Trade Certificate in Ship, Yacht and Boatbuilding, only the third one awarded. The following year, he was awarded a one-year Commonwealth Exchange in England. He was building a 10m keelboat then, so he quickly finished it and stored it with his father-in-law. Named *Kiteroa*, she was sold after the family returned from England.

Back in Auckland, Robert secured a teaching position at Westlake Boys High School, where he spent a decade, much of it serving as Head of the Technical Department. While at Westlake, in 1980, Robert was one of the New Zealand team members who travelled to Larchmont, USA, to race Interclub dinghies.

Inspired by this experience and with the financial backing of Epiglass arranged by the late Trevor Geldard in 1983, Robert set up the National Inter-Secondary School Team Racing Championship. Now managed by Yachting New Zealand (YNZ), this championship has been raced ever since. Initially run in Sunburst dinghies, these were eventually retired in favour of the 420 Class, which helped make the event suitable for international competition.

In 1987, the Department of Education asked Robert to spend a year with them, advising schools on technical subjects. This led to him helping bring CAD into Auckland Training College and eventually becoming the Auckland Regional Director for Workshop Technology. Robert was appointed, along with three others, to implement the subject Graphics to replace Technical Drawing.

Robert had been teaching boatbuilding apprentices at night school since the late 1950s. From 1978 to 1998, he served as

Linda being rescued, above; and below, being relaunched after restoration.

ABOVE Brooke's small workshop.

the National Examiner for Ship, Yacht, and Boatbuilding at both Trade and Advanced Trade Certificate levels.

In 1992, Robert took a year off to build a new house in Waimauku, which included a 93m² workshop. After that, he spent several years teaching at Kaipara College and serving as HOD at Auckland Grammar School.

In 2000, Robert joined the Boating Industry Training Organisation (BITO) to work with boatbuilding apprentices. At the time, apprentice numbers were well down, but Robert turned this around and eventually became the General Manager of BITO.

The apprenticeship scheme was so successful that Nova Scotia requested BITO to allow them to use it, and Robert made many trips there to help them set it up properly.

"I have had wonderful times in Nova Scotia, and they are still using our system today."

In 2007, Robert retired from BITO, which effectively marked the end of his professional career, but much more has happened since then. That same year, Robert and three others, including fellow *Boating New Zealand* columnist Harold Kidd, established the New Zealand Traditional Boatbuilding School, which enjoyed great success for many years.

He has worked and taught designing methods ranging from splines, pencil, and paper to CAD. But as far as boats are concerned, to Robert, it's the Mk I eyeball that decides if a boat looks right or not.

"How a boat looks is everything."

No stranger to his tools, Robert has built over 40 boats for his family, along with countless models. In addition to the keelers *Karamea* and *Kiteroa*, he built the 10m launch *Pirimai*.

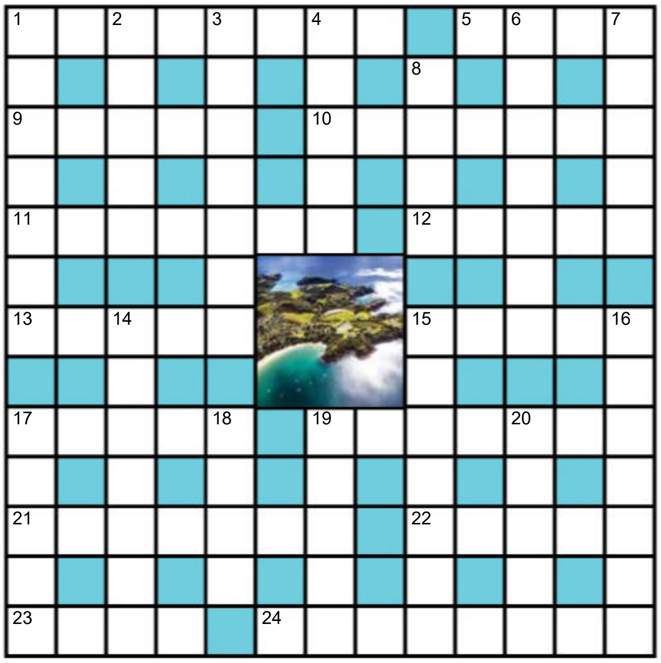
Robert has also been heavily hands-on in two significant restorations. During the early 1980s, Robert noticed that A Class *Rawene* was suffering from neglect. Built by the Logan Bros in 1907/8 for Alf Gilford, *Rawene* was then owned by his son Jack, and Robert asked him if he could sail *Rawene*.

Over the next few years, Robert and his sons completely restored *Rawene*. Gilford was invited for the first sail and showed them how to get the most out of her. The Brooke family raced *Rawene* for several years with the Classic Yacht Assoc (CYA), including winning the inaugural Classic Yacht Regatta Gold Cup.

crossword

BY PAM HUTTON

Puzzle no.330



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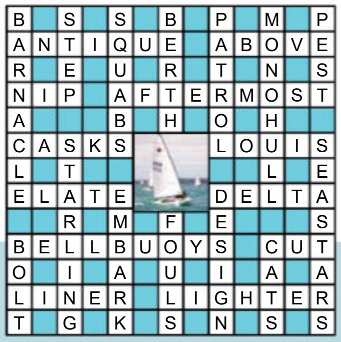
Across

1. Command indicating that helm is being turned quickly to sheltered side (4,4)
5. ____ handles – hang onto these when sea is rough (4)
9. Detection system used by naval vessels (5)
10. Providing person-power for boat (7)
11. Wooden peg used to fasten timbers in shipbuilding (7)
12. First public showing of newly designed boat (5)
13. Bilge _____ – devices to remove water accumulated in bottom of vessel (5)
15. Wakeboard _____ – specialised boat fixture to make water sports easier (5)
17. Harbours where ships can load and unload (5)
19. Island near Auckland shown in photo (7)
21. Person scanning horizon from ship's crow's nest (7)
22. Makes woollen beanie for winter sailing days, maybe (5)
23. ____GP – international competition for foiling catamarans (4)
24. Tightens sail using rope (6,2)

Down

1. Boat with enclosed cabin (7)
2. Long narrow underwater elevation rising from seafloor (5)
3. VHF _____ – parts of marine radio equipment (7)
4. Be exceptionally good at sailing, eg (5)
6. _____ *Warrior* – iconic Greenpeace vessel (7)
7. Broad bay in coastline (5)
8. ____ reckoning – navigation without aid of celestial observations (4)
14. _____ rig – another name for Bermuda rig (7)
15. Water flow produced by very small boat leak (7)
16. Uses rod and line to land fish (5,2)
17. Another word for boat spars (5)
18. False keel on boat used for protection in event of grounding (4)
19. Period of time during which part of ship's crew is on duty (5)
20. Heroic sea adventure stories like "Moby-Dick", eg (5)

Puzzle no.329



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Mystery photo:
Starling

LEFT
Models of the Q Class dinghies *Fugitive* (9) and *Nimble* (8).

RIGHT
Models of *Kiteroa, Karamea* and *Pirimai.*

BELOW
Rawene racing during a recent CYA regatta. Photo: Roger Mills.

Robert Brooke

“She taught my kids how to sail keelers; it was fabulous.”

Unfortunately, in 2009, *Rawene* was involved in a collision with another CYA yacht, and Robert had to rebuild her decks completely. However, *Rawene* is still around and owned by the Tino Rawa Trust.

Around 1991, the 14.6m fire-damaged launch *Linda*, built by Col Wild and once owned by the late John Salthouse, came up for sale. Robert and his sons rebuilt *Linda* completely, which took them four years.

“Imagine having your kids help steam ribs and learn to caulk a hull; it was a wonderful experience. She’s still part of the family, which is just wonderful,” said Robert with glistening eyes.

After this project, Brooke’s Waimauku house and workshop were sold, and they moved to Riverhead. Tragically, Elizabeth passed away in 2023, which was a significant blow to Robert. He lives in a retirement village near Greenhithe, crafting numerous model boats from his modest garage workshop.

Many boatbuilders today owe a debt to Robert, whether in developing their boatbuilding skills or in shaping their character, ethics, and integrity. His influence on students of all ages during his teaching career is immeasurable.

“My life has been about education, and I’ve helped many people get on the right track. I’ve loved helping people build boats and get them out on the water sailing.”

Thankfully, Robert’s contributions have been recognised nationally. In 2019, he received a membership in the New Zealand Order of Merit for his teaching, education, advisory, and management roles in education and his services to heritage preservation and guardianship of our maritime heritage. He’s also been made a life member of the CYA. Both are richly deserved.

Robert Brooke MNZM is wise, patient, caring, and soft-spoken, yet with a steel character; Jack and Elsie would be more than proud.

PHOTOS COURTESY OF the Brooke family archives and John Macfarlane.

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A VERY BRIEF HISTORY OF ...

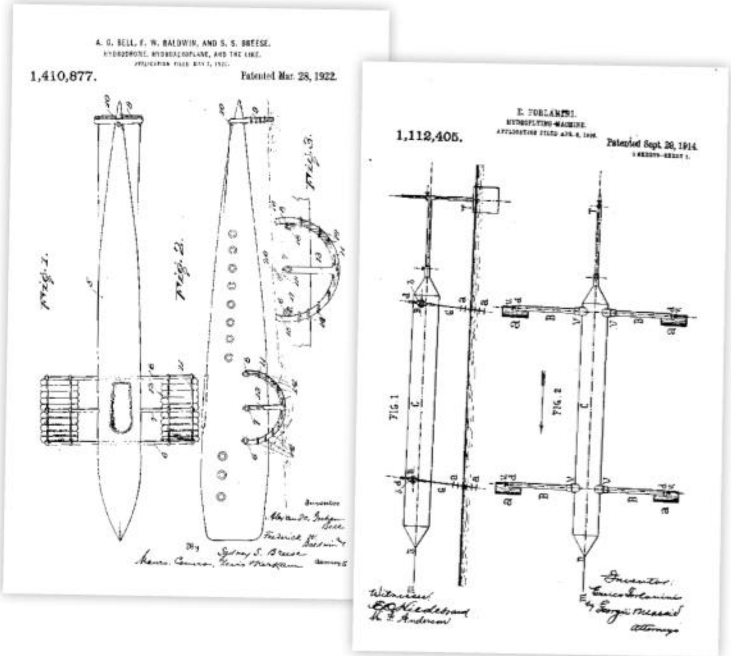
WORDS BY **TOM O'NEIL** PHOTOGRAPHY **SUPPLIED**

WELCOME TO 'A VERY BRIEF HISTORY OF...' RESEARCHING THE HISTORY OF EVERYDAY MARINE TECHNOLOGY, INNOVATION AND EVENTS KIWI BOATIES LOVE (OR LOATHE).

Monitor, one of the world's first sailing hydrofoils.

Marine foils

It's tempting to think hydrofoils (like the ones in the America's Cup and Sail GP competitions) are a relatively new phenomenon. However, the concept of using foils to increase speed and reduce drag has actually been around for over 150 years.



ABOVE Patent drawings for Alexander Graham Bell's 'Hydrodome' and Enrico Fioriano's 'hydroflying machine'; **RIGHT** *Freccia d'Oro*.

EUROPEAN DEVELOPMENT

The origins of hydrofoils on vessels can be traced back to 1869, when Frenchman Emmanuel Fargot obtained a UK patent for his rowing boat, which included hydrofoils on both its sides and below the waterline.

In 1898 Italian inventor Enrico Forlanini began work on a 60hp airscrew-driven boat with a pair of ladder foils at the stern and bow. By 1906 he was testing his craft on the waters of Lake Maggiore in Italy, with his craft reportedly reaching speeds of up to 68kph.

STEPPING UP PERFORMANCE

Highly impressed following a ride in Forlanini's boat, Alexander Graham Bell (yes, that one) turned his attention to hydrofoils, developing his HD-4 craft in 1918. The highly innovative HD-4 initially reached a top speed of 87kph, gaining strong interest from the US Navy. Providing Bell with two 350hp aircraft engines, the huge jump in horsepower allowed Bell's creation to reach an amazing 114kph – a world marine speed record that stood for two decades.

MILITARY AND COMMERCIAL DEVELOPMENT

German engineer Hanns von Schertel pioneered work on hydrofoils prior to and during World War II in Germany, being instrumental in the design and build of the 17-ton *VS-6*, which entered service in 1941 as a mine layer.

FRECCIA D'ORO

At the end of the war, Russian forces captured Schertel's team; however, he escaped to Switzerland, where he established the Supramar company. In 1952, Supramar launched the first commercial hydrofoil, PT10 *Freccia d'Oro* (Golden Arrow), which could carry 32 passengers and travel at 65kph.

In the 1950s the Soviet Union experimented extensively with hydrofoils, designing and constructing a wide range of foil-based riverboats and ferries. One of the most successful Soviet designers was Rostislav Alexeyev, who combined his hydrofoil experience with the surface effect principle to later create the *Ekranoplan* – an incredible ground-effect flying boat/plane that reached speeds of between 56 and 74 kph, skimming just above the water.

THIS PAGE French trimaran *L'Hydroptère;* Soviet hydrofoil *Meteor,* top; and the Candela C-8, below right.

WIND-POWERED FOILING

1938 saw the first known sailing hydrofoil, which was produced by Americans R. Gilruth and Bill Carl, achieving humble speeds. However, development quickly moved forward with the US yacht *Monitor* achieving close to 74kph 17 years later.

Foil development was now entering the mainstream, and in 1970 the first hydrofoil sailing cruiser – David Keiper's *Williwaw* – travelled throughout the South Pacific, clocking up 20,000 miles.

Various wind-powered speed records quickly came and went, with the *L'Hydroptère* setting a new world speed record of 95kph in 2009, quickly followed by the *Sailrocket II* achieving 121kph in 2012.

AMERICA'S CUP

In terms of public perception, a major moment was the 2013 America's Cup between Oracle Team USA and Emirates Team New Zealand, both sailing foiling 72ft catamarans (AC72). Racing along the top of the water, my first thought when I started watching them was that the TV had somehow been sped up!

In 2016, the Vendée Globe saw semi-foiling IMOCA 60 keelboats on the start line for the first time, and in 2017, Emirates Team New Zealand won the America's Cup in a foiling AC50 catamaran.

TODAY

Modern hydrofoils such as those used in the America's Cup boats are so well designed and engineered, they are capable of supporting the weight of five cars on a single foil about the size of a coffee table.

Today in 2025 we have the privilege of watching some of the best sailors in the world battle it out at sometimes over 100kph in SailGP, co-developed by our own Russell Coutts. Not too bad for 150-year-old technology... BNZ

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feature

Australian Wooden Boat Festival 2025

WORDS, PHOTOS AND VIDEO BY **ROGER MILLS**

WOODEN SHOW

The Australian Wooden Boat Festival is held every two years in Hobart and is often described as the biggest celebration of wooden boats in the Southern Hemisphere.

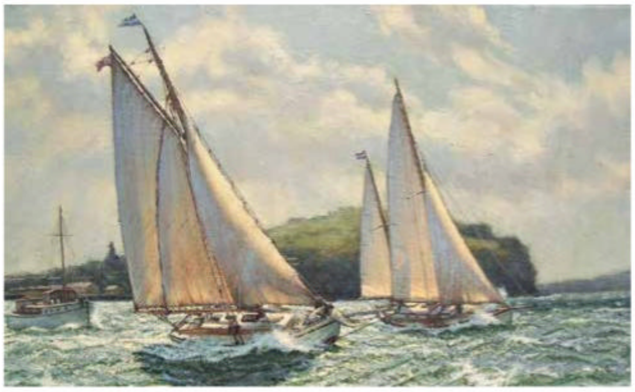
I attended this year's festival, themed 'Australia, New Zealand and the wider Pacific'.

My interest in the festival was piqued in 2019 when I travelled to Hobart to help my friend Peter Mortimer sail his 45-foot timber ketch *Tamariki* from Hobart to Picton. I arrived in Hobart shortly after the festival had finished but got to see a few of the remaining boats around the docks. I also got to see some of the local boats in places like Kettering and Cygnet while we toured around waiting for the weather to play ball for our trans-Tasman crossing.

With my appetite whetted, I booked my tickets for the 2025 festival, and boy what a show! It was a bonus having a New Zealand and Pacific theme, with a number of New Zealand boats on display. The Tino Rawa Trust, headed by Tony Stevenson, had organised transport so that *Ngataki* and a number of sailing dinghies could be showcased, including our beloved P Class.

Ngataki was built by Jonny Wray as a 21-year-old, and his adventures cruising the Pacific are told in his book *South Sea Vagabonds*. Another vagabond of the time was George Dibbern who owned the yacht *Te Rapunga*, also the subject of a great read in the book *Dark Sun*.

The paths of these two vagabonds crossed in 1934 when *Ngataki* and *Te Rapunga* contested the trans-Tasman race



TOP LEFT The Parade of Sail opened the festival on the River Derwent.

RIGHT *Te Uira*, a Bailey design, just launched after a full refurbishment.

BELOW LEFT Painting by Anthony (Tony) Blake of *Te Rapunga* and *Ngataki* starting their trans-Tasman race in Auckland in 1934.

BELOW RIGHT Tino Rawa Trust with a display of New Zealand sailing history; *Te Rapunga* and *Ngataki* rafted together for the first time in 90 years.

TIME

between Auckland and Melbourne in 1934. The race was won by *Te Rapunga*.

With *Ngataki* fully restored by the Tino Rawa Trust and *Te Rapunga* recently restored in Kettering, Tasmania, the scene was set for their first meeting since their 1934 trans-Tasman race.

After 90 years apart, both boats looked splendid rafted up together, their crews eager in anticipation for the race.

A blustery cold northeasterly saw the boats in a close duel, the lead changing several times. With both boats dead even on the run home, a draw was declared – a fitting end to a great re-enactment.

VARIETY OF EVENTS

Spread over four days, the festival offers a staggering variety of events with something to grab everyone's interest. A highlight for my wife and I was the opening day Parade of Sail with magnificent tall ships and all manner of sailing, rowing and power craft plying the River Derwent. It was a magnificent sight.

We were lucky to have tickets for the tall ship *James Craig*, an 1874 three-masted barque restored from an abandoned hulk. It was fascinating to see the well-oiled crew pull in unison on the many ropes when setting the sails. The bagpipes called out from

Johnny Wray's
NGATAKI
1933
Designer: J. W. Wray
Built: 1933, Auckland, New Zealand
Visit the classic ketch 'Ngataki' at the end of King's Finger Two pier
SOUTH SEA VAGABONDS

LEFT *Ngataki* and *Te Rapunga* finish in a dead heat in the re-enactment of their Trans Tasman rivalry.
Photo by Mark Chew.

FOR MORE PHOTOS AND VIDEO SCAN HERE

WWW.YOUTU.BE/GSSL4Y9YOYM

It was a bonus having a New Zealand and Pacific theme, with a number of New Zealand boats on display.

the crow's nest as the fleet made its way with a following breeze toward the central docks.

A great sight sailing up beside us was the yacht *Te Uira*, a sister ship to our own classic yacht *Ida*, designed and built by New Zealand's Charles Bailey Jr. She had recently been restored at Cygnet Wooden Boats, just in time for the festival.

On Saturday morning, the famous Salamanca Market takes place, with stalls spread over half a kilometre in Salamanca Place. The crowd, boosted by the arrival of a huge cruise ship, grabbed morning coffee and croissants before wandering back to the festival displays.

SO MUCH TO SEE

To ensure I got around the show and saw the things I wanted, the daily schedule was full. Artisan craftsmen turning wood, displays of small boat building using cloth and glue, children in rowing events, trade shows in wharf halls – it was all happening. Everything was centred around the existing fishing fleet, which was assembled in the central dock.

The seaward-side marina was full of an eclectic mix of craft. Beautiful day-launches over 100 years old transported down from Sydney and *Tui* from Opua, a 25-foot yacht with veteran liveaboards. Each craft had a story to tell, so you could easily while away the time. And of course, when you got a bit peckish the scallop sticks were a must!

I bumped into a number of fellow Kiwis, some volunteering on the *Ngataki* stand, as well as guest speakers at the daily symposiums. Larry Paul of the Mangawhai Daring Trust gave a well-received talk on the rescue of the ship *Daring* from the sands of our west coast, now the subject of a major new documentary funded and produced by 'The Old Ships Company' based in Hobart. It's due for release shortly, so keep an eye out for it.

Our own John Welsford also gave a talk on designing modern cruising dinghies, but alas there wasn't time for everything.

The size of the festival is staggering – after four days I didn't get to see everything, but with an estimated 60-thousand people enjoying the festivities this year, they must be doing something right.

COOPERATION

From what I saw and experienced, there was a huge level of cooperation between the government, local authorities, the Port Authority and businesses to make this festival a huge success.

The local town hall was filled with small yachts and Australian legend John Bertrand welcomed guests, talking about how small boat sailing had started his love of sailing.

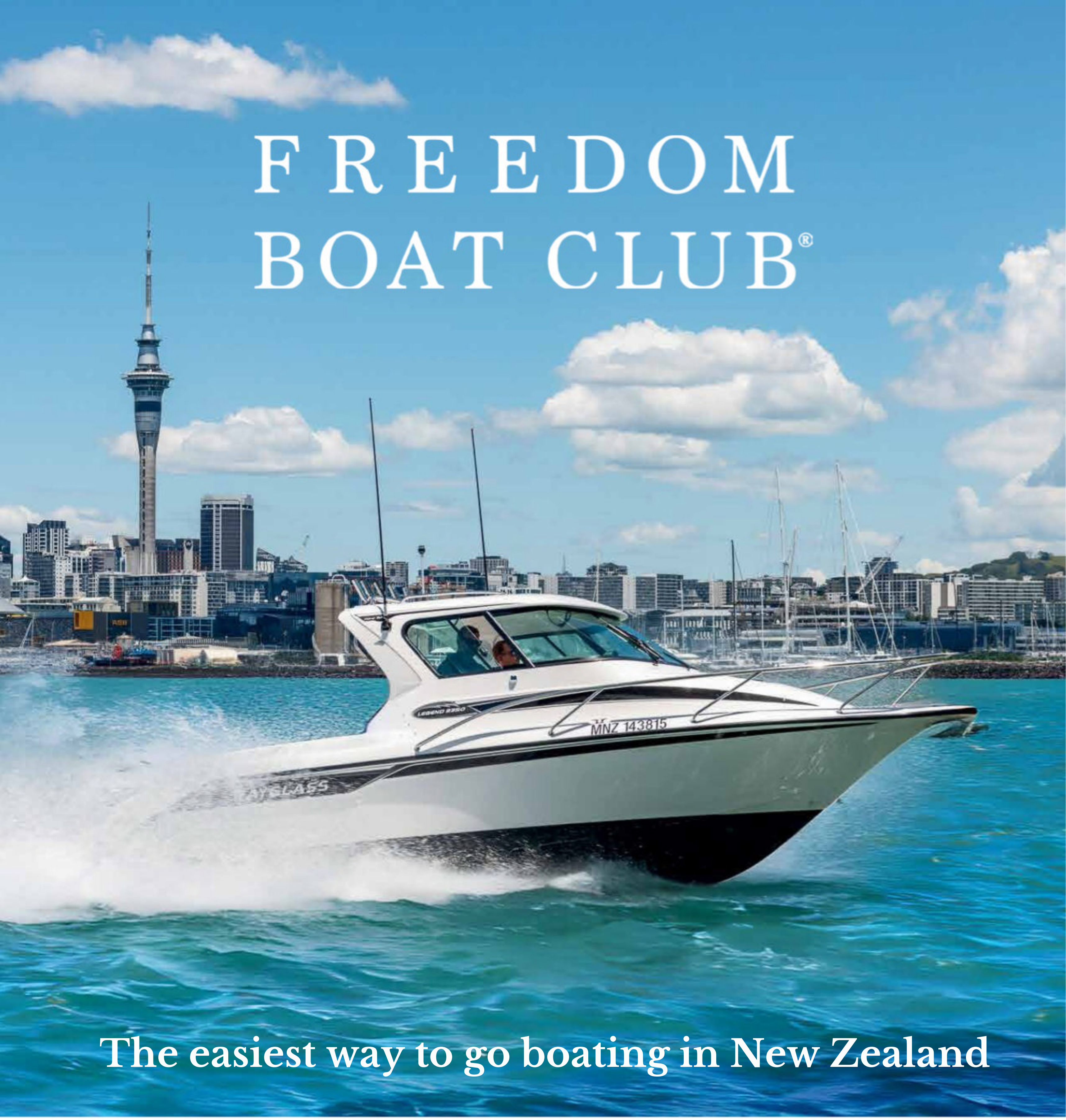
I met the Australian Boating Industry NSW Apprentice of the Year, Michaela Douglas, a Marine Mechanical Apprentice at Douglas Marine in Sydney. Her prize was tickets to the festival, including flights and accommodation.

This level of support was heartening, and with the Auckland Wooden Boat Festival planned for next year, a similar level of cooperation would bring benefits that would make Auckland hum. With our unique classic boat fleet, Auckland could be as big a drawcard as Hobart, with international visitors attracted to our unique vessels.

There is also the add-on benefit of visitors travelling further in the country after the festival – as we did – using the opportunity to drive around Tasmania. We did have to deal with hugely damaging fires on the west coast, causing some towns to evacuate, but fortunately only a precautionary requirement.

If you do travel to Tasmania, be aware its weather is a lot like New Zealand's – we went from 32 degrees on the coast to snow on Cradle Mountain the next day.

I highly recommend the Australian Wooden Boat Festival if you get the opportunity – great fun, great people and lots to see and learn. BNZ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VINTAGEVIEW
with HAROLD KIDD

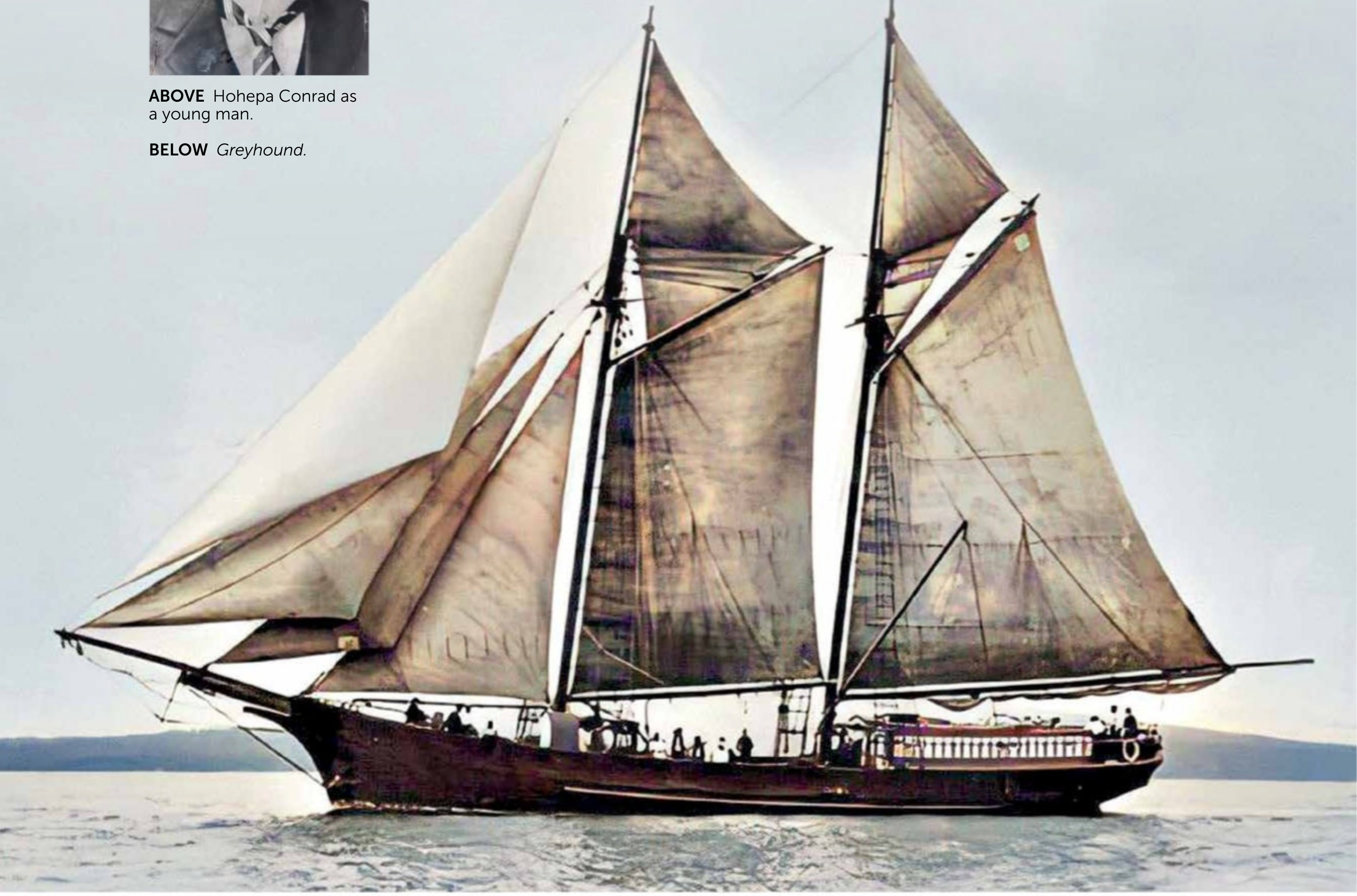
The Yates family of the Far North and their Bailey & Lowe launches Part II

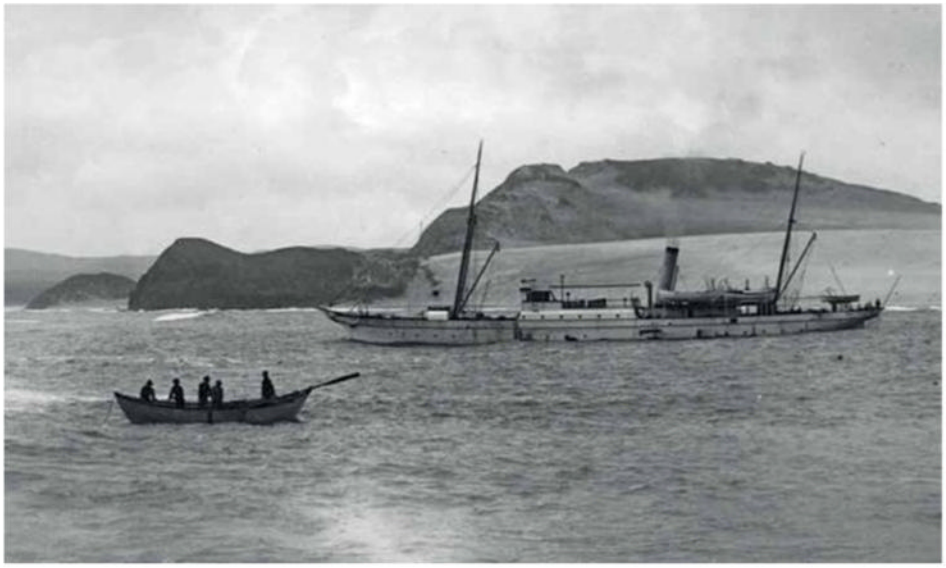
TUI/SILVER BELL

Joseph William (Joe) Conrad, who bought the bigger *Tui* (now *Silver Bell*) from Gus Yates in 1914, often used his Māori names, Hohepa Kanara or Hohepa Conrad.

ABOVE Hohepa Conrad as a young man.

BELOW *Greyhound*.





ABOVE Hohepa Conrad in his last years.

LEFT *Hinemoa* at the Lighthouse boat landing Cape Maria van Diemen.

Joe was born at Awanui on April 5, 1873. His sailor grandfather, Joseph Konrad, was Polish; his father was William Conrad, and his mother was Heni (Ripene) Tatu. After an early education at the Subritzky home at Houhora he went to sea as a cabin boy on the SS *Rotomahana* for two years. I am not sure which *Rotomahana* this was, the Fraser and Tinne-built 183-ton steamer of 1876, used in the Auckland-Thames service, or the Union Company's glamour steamer for the trans-Tasman trade built by William Denny & Bros at Dumbarton in 1879.

From there he got his tickets progressively, working on the schooner *Fleetwing* (Charles Bailey Sr 1879), carrying mainly timber to Australia and the Pacific Islands and fruit back but occasionally carrying sulphur from White Island to Tauranga or the works at Sulphur Beach, Northcote. His final days at sea were as Third Mate on the Government steamer *Hinemoa*.

Hinemoa was a beautiful little ship, almost yacht-like, a sister-ship to *Stella*. She was built in Scotland for the Government in 1876 for survey work and the maintenance of lighthouses and the depots on New Zealand's subantarctic island groups. Some of the small boat work done by the crew of *Hinemoa*, particularly in servicing lighthouses, was hazardous in the extreme. It was experience that prepared Joe for some testing times to come.

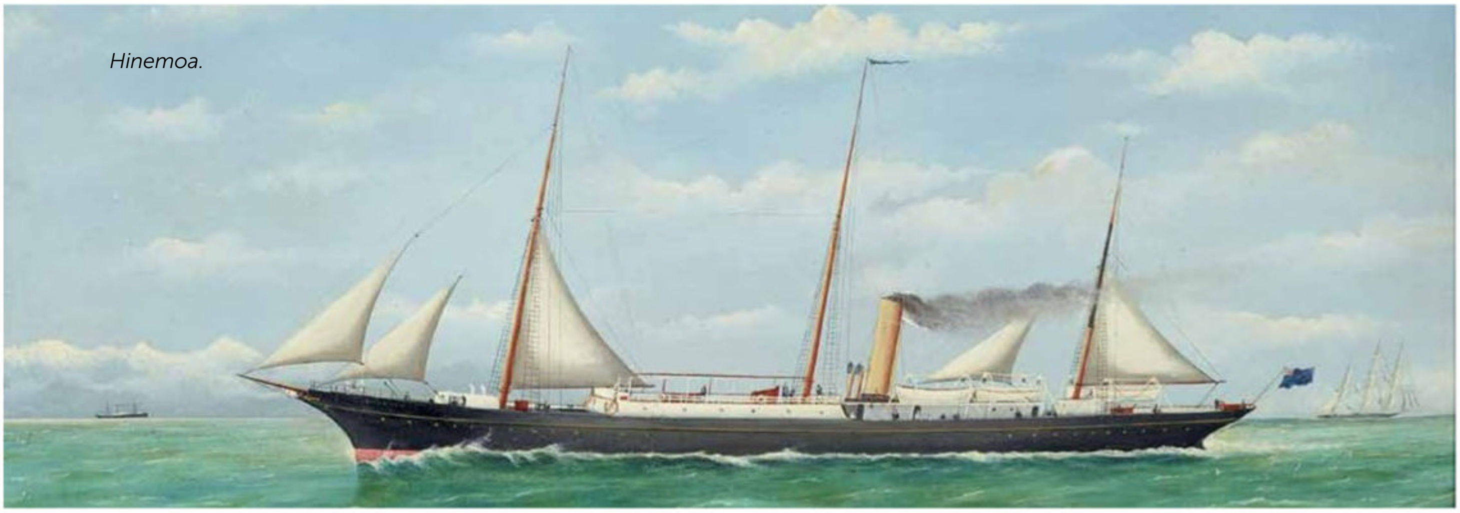
A later crewman on *Hinemoa* was William Edward Sanders who won a posthumously awarded V.C. for outstanding bravery as a Lieutenant RNVR in command of the Q Ship HMS *Prize* in an engagement with a U-boat in April 1917. After the war, Sanders was honoured by the award of the Sanders Cup to the Jellicoe Class centreboarders (X Class).

Joe swallowed the anchor around 1899 and settled down with his wife Ariana at Te Kao, at the southern end of the shallow but extensive Parengarenga Harbour. He bought *Tui* from Gus Yates when the Yates family's extensive holdings in the Far North were sold up after the death of the matriarch Ani Yates in 1910. He reregistered *Tui* as the fishing boat *Silver Bell* with the Mangonui Registry as MGN56 on September 10, 1914 and used her for line fishing and netting in the harbour. There was a good market in the area with hundreds of gumdiggers to feed.

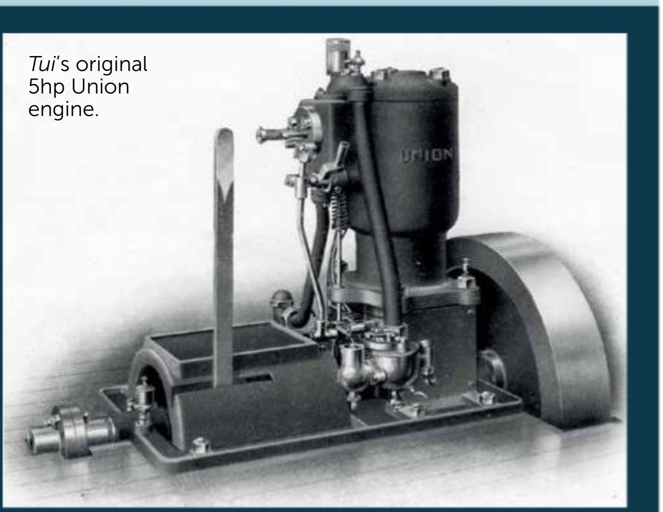
Silver Bell was not quite five years old, an unusually tough little craft with her double-diagonal hull and probably with her equally tough original engine, a 5hp Union (see SIDEBAR).

As Henry Everitt had done before when working for Gus Yates, *Silver Bell* was in constant use as a workboat and carrying passengers around the harbour. Joe's experience on *Hinemoa* fitted him for servicing the Cape Maria van Diemen lighthouse, a huge task for a 25-footer from Parengarenga, all the way around North Cape, around the hazardous tide overfalls on the Pandora Bank. It took seamanship of a very high order.

Among the jobs Joe did with *Silver Bell* was to run a new cable for the flying fox from the shore out to Motuopao Island on which the Cape Maria van Diemen lighthouse was sited. Samuel and Ani Yates had donated the three-hectare island to the Government around 1874 for the purpose. The flying fox



Hinemoa.


Tui's original 5hp Union engine.

VALUE EQUAL TO THE HULL

When *Tui/Silver Bell* was built in 1909 it was a rule of thumb that the cost of a marine engine and its installation was a sum equal to the cost of the finished hull. Bailey & Lowe fitted a high-quality 5hp single-cylinder side-valve San Francisco-built Union engine bought from the New Zealand Union agents, W. A. Ryan & Co. The '5hp' was the rated horsepower based solely on the bore of the engine, but it produced far more as revolutions built up. The engine came with a reversing box, an 8 ft x 1¼" bronze shaft and a 21-inch propellor.

When Bill Wagener bought her around 1953, she had a Dodge engine which threw a rod on a trip back from North Cape. They got home to Houhora with an old sail on her mast. Later engines were a twin-cylinder Petter diesel, a Ruston Rover and lastly an LD 28 Nissan diesel — at 90hp, more than adequate!

CLOCKWISE FROM TOP Norm Wagener overhauling *Silver Bell;* Bill Wagener, *Silver Bell's* owner for many years; *Te Aurere;* Niki Conrad.

had been set up in 1886 but the wire cable continually rusted and had to be renewed from time to time. A bullock wagon had brought the fresh cable to the shore. It was Joe's job to get it out to the island. At first he thought it would sink his boat, but he decided the further he went out, the lighter the load would get!

Norm Wagener, *Silver Bell*'s present owner, relates a story Joe told Norm's father, Bill Wagener, in later years.

"On another occasion when he was at Maria an easterly got up, so he went down to Twilight Bay for shelter. After dragging anchor and having to steam back towards shore for some time, fuel was getting low, so he made a run for home ending up in the creek at Tapotupotu. A passing musterer found him and said, 'We all thought you were dead.' Joe said, 'I'm not dead and I am hungry,' whereupon the musterer set off with his dogs to catch a pig which they dutifully cooked.

Many years later, Joe's grandson and I were having a beer after rugby and discussing *Silver Bell*. He recounted this story virtually word for word, even down to the name of the musterer. For me it was a lesson in the importance of oral history, especially for Māori, which I have never forgotten."

In 1921 Joe sold *Silver Bell* to 'Rauna Robin' of Lake Ohia who reregistered her as MGN66. Norm is sure that this was Rauna Dawson who had connections to later owners Tom Norman and George Petricevich. By 1926 she was back on Parengarenga Harbour being run by Tom Norman, working from Tom's Landing in the upper western reaches of the harbour. The *New Zealand Times* of June 12, 1926 describes a trip filming in the Far North at Te Kao.

"Captain Tom Norman, of the launch *Silver Bell*, was awaiting our party at the landing, and taking final farewell of our genial car-driver, James B. Taafe, of Kaitaia, recognised as the best pilot of the Northland, we set out on our run to Te Hapua, at the northern end of the harbour. With the tide full in, Parengarenga Harbour is a splendid sheet of water, its numerous arms and reaches winding deep among the hills, with mangrove-clad banks and mud flats."

From 1926 the history of *Silver Bell* is obscure. Norm Wagener takes up the story when his father Bill became her owner,

"Dad bought her from George Petricevich around 1953. George lived down Subritzky Rd in the upper reaches of Houhora Harbour and the *Silver Bell* lived in a tidal creek there. Early/mid 1950s, Dad and mate Pip Smith hauled her out in Lamb's Creek in Houhora Harbour and did a major upgrade including new garboard planks, cabin etc.

Used for pleasure and a stint of commercial fishing but, following the purchase of Mt. Camel, she became the workboat to and from the mount which was landlocked then. Dad bought a flat-deck barge from Lanes in Totara North. He and his brother in their respective boats towed the barge home from Totara North and it was used for sheep, metal etc. In early 1970s, Mt. Camel gained road access and *Silver Bell* reverted to a family boat, fishing etc. as she is today.

During the commercial fishing stint, Dad used to take out Joe Conrad/Hohepa Kanara, a previous owner from Te Kao, and it is from him that most of our knowledge comes. Having said that, it is mostly of the time when he owned the *Silver Bell* and what he did with her etc. rather than her beginnings. For some reason Dad never asked him when she was built and by whom! Joe did, however, say she was towed north from Auckland by the *Greyhound*."

Greyhound was the splendid auxiliary (50hp Union) schooner owned by Polish Awanui storekeeper Capt. Johannes Anton Subritzky. Lane & Brown at Totara North had built her for Subritzky in 1899. In 1909, under the command of his son Capt. Herbert Subritzky (who married Louise Wagener), *Greyhound* had a fortnightly run from her home port at Awanui to Waiharahara, Houhora, Whangaroa, and Auckland with freight (largely kauri gum) and passengers, and return. It is highly likely that *Tui/Silver Bell* got a tow from Bailey & Lowe's yard in Freeman's Bay to Houhora from *Greyhound* on her scheduled trip North on November 24, 1909.

Back to Norm Wagener, "The (Maritime Museum) photos show her pretty much as Dad described when he first had *Silver Bell* with a midships structure and a hold fore and aft, as he put it. When he and his mate did their major upgrade in the early 1950s they shifted the engine forward and built the cabin/dodger much the same as it is now.

In my renovations I rebuilt the cabin, renewed the fore and after decks and even made a new tuck. The curved combing was in a bad way and a bit beyond me to copy so with Dad's consent I squared it off, which actually seemed to make the cockpit a lot bigger."

Silver Bell at Houhora; Norm Wagener at right.

All these surnames – Conrad, Wagener, Everitt, Subritzky and Norman – are still in the area. Norm Wagener and Niki Conrad, Joe's great-grandson, have been extremely helpful in preparing these articles. One of Joe's direct descendants, Stan Conrad, is a teacher at Northcote College and plays a major part in voyaging waka. He skippered the double-hulled waka hourua *Te Aurere*, built by Sir Hector Busby, on its maiden voyage to Rarotonga in 1992, in 1995 from Tahiti to Hawai'i, and in 2012 to Rapa Nui (Easter Island).

Joe would have been mighty proud! BNZ

NEXT MONTH *Petrel,* back to the Logan exports to Sydney.

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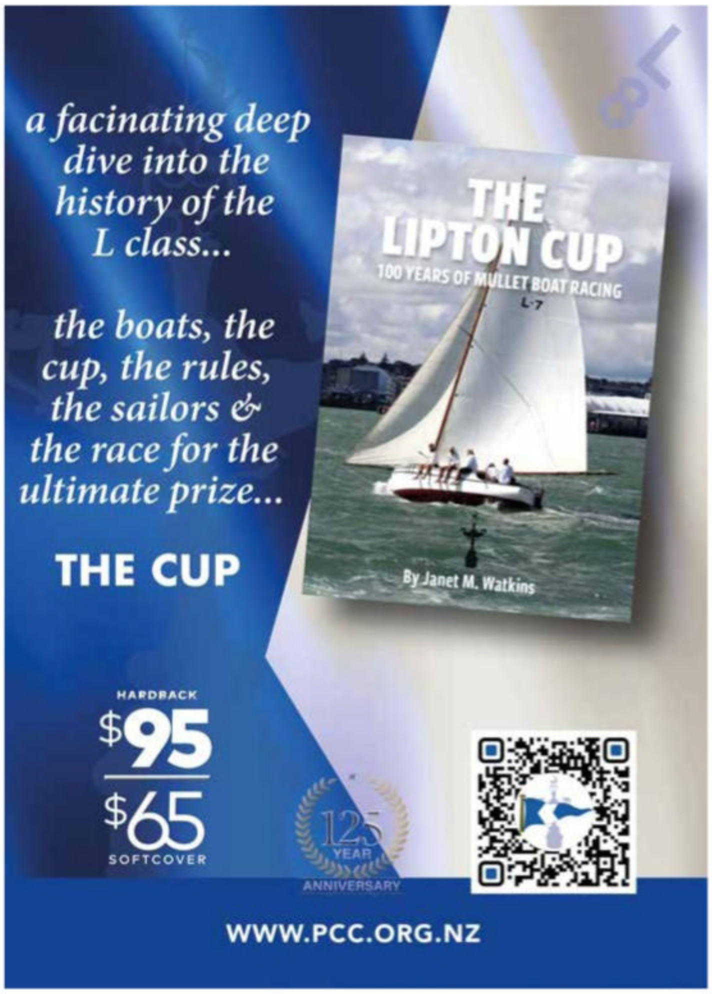
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IN THE POO

DEAR EDITOR

I want to highlight an issue we have with yachts and cruising vessels visiting Kawau Island.

Sewage discharge from vessels is polluting our waters and beaches, creating health issues for residents.

My own experience is that several times in the summer period each year the beach and shore at South Cove is polluted with brown water, toilet paper, particulate and floating faeces. Children and families swim in that water.

Tania Bellugue of Bon Accord noted:

"Boats anchoring close to shore in Kawau Island Harbours are discharging Sewerage illegally. This causes greasy rafts of yellow foam, loo paper and food waste. It does not wash away with the tide and the fatty slick seems to coat the beach and reappear tide after tide. I got a nose infection over Xmas and an eye infection now. Our neighbour got an ear infection at Xmas. We don't swim when it's obviously bad."

I'm approaching you to highlight the issue. I would like to have the offenders prosecuted, but no one wants to take responsibility. My next step is to contact local media.

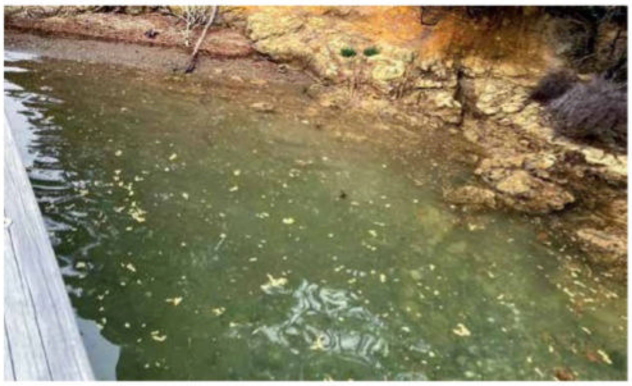
Could l ask you to remind your readership of their obligations? The Resource Management (Marine Pollution) Regulations 1998 (the Regulations) specify where sewage can be discharged in order to control pollution of the sea from sewage.

Sewage that is discharged untreated is a greater threat to the marine environment and its users than treated wastewater. Therefore, the Regulations specify more restrictions to control the discharge of untreated sewage.

Discharges must not occur:

- **Within 500 metres from land (mean high water spring)**
- **In water less than 5 metres deep**
- **Within 500 metres from a marine farm or mataitai (traditional food collection) reserve**
- **Within 200 metres of a marine reserve**
- **Within areas prohibited under rules in a Regional Coastal Plan.**

Rob Sutherland, by email.



ABOVE Greasy rafts of yellow foam in Bon Accord Harbour.

NORDIC

DEAR EDITOR

Whilst in awe and appreciation of Sam and Jen's restoration of the *Nordic* to more than her former glory (*Boating NZ* articles, Sept 2020 and Dec 2024), there would not be a *Nordic* to enjoy without the tenacity of the original builder's son, Lew Peek. To set some of the record straight, Lew searched out the boat in Auckland in the late 60s, returning her to Christchurch to restore and immaculately fit her out as a yacht for comfortable family cruising.

For around 50 years, *Nordic* was maintained, repaired, sailed, loved, and adventured on solely due to Lew's efforts. She sailed out of Lyttelton with Lew, his first wife Gay, and daughter, Ingrid and then second wife, Mardi Blyth – around Banks Peninsula, to Pelorus Sounds twice, and circumnavigating the South Island. With the removal of inner harbour moorings in Lyttelton, she was moved to the Marlborough Sounds and then spent the last 19 years of her time with us moored in Waikawa Marina where Lew and Mardi provided the annual spectacle of hoisting Lew up in the bosun's chair to maintain the mast.

After that the fun started as they explored the many bays in Queen Charlotte Sound with family and friends.

Nordic was reluctantly sold from the family in 2017 due to Lew's age and ill health. However the family still retains a swathe of history including the original blueprints, 8mm home movies of her making and launch, and many a happy family photograph.

We wish Sam and Jen all the best of 'messing about in boats' for many years to come and hope they cherish the memories they too make over the coming years.

The Peek-Blyth family, by email.

CLEANING FERRO

DEAR EDITOR

It's very hard to get a ferro-cement boat out to clean the hull and do basic maintenance on things like through-hull fittings, zinc blocks, etc.

It's nearly impossible for me to get my boat out, and the insurance companies that used to deal with ferro-cement boats have all pulled out of the New Zealand market.

So how does one get insurance so those with ferro-cement boats can clean their hulls?

Graham Perrott, by email.

Ed: Can any readers help Graham?

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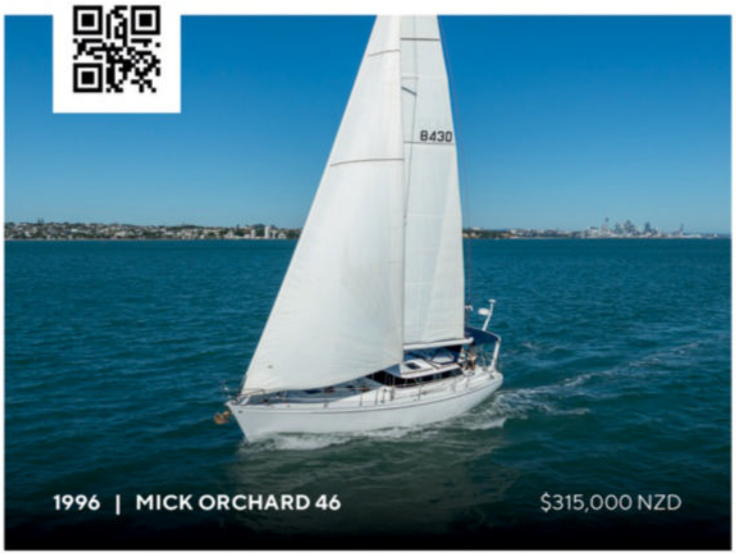

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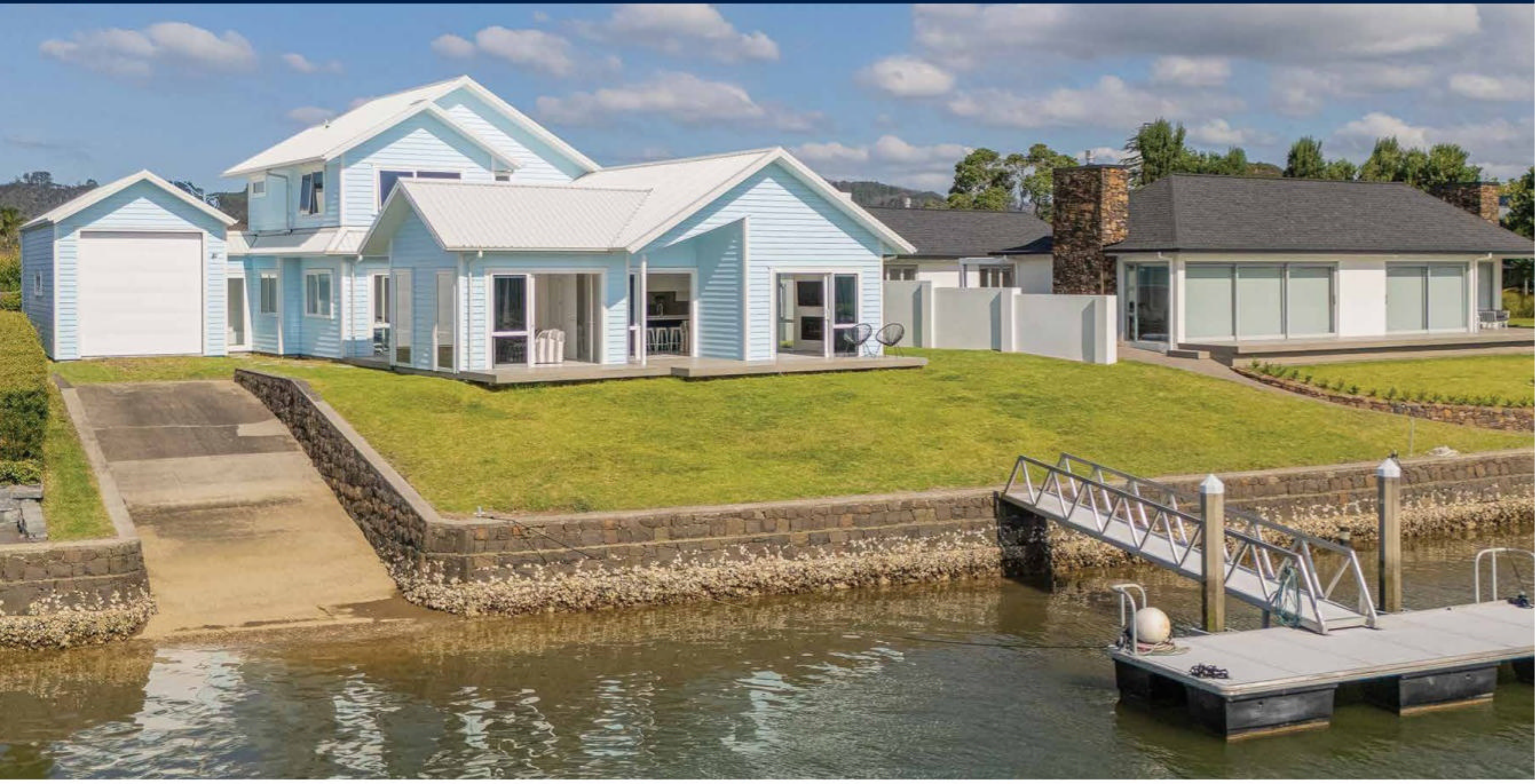

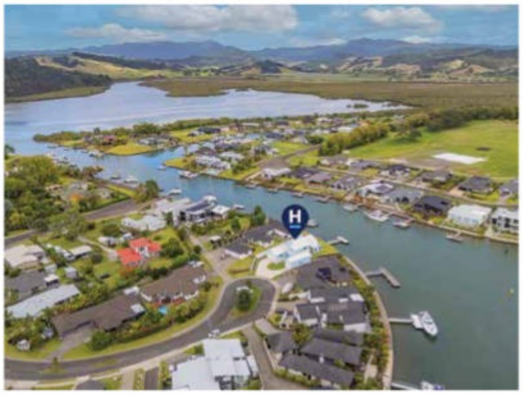

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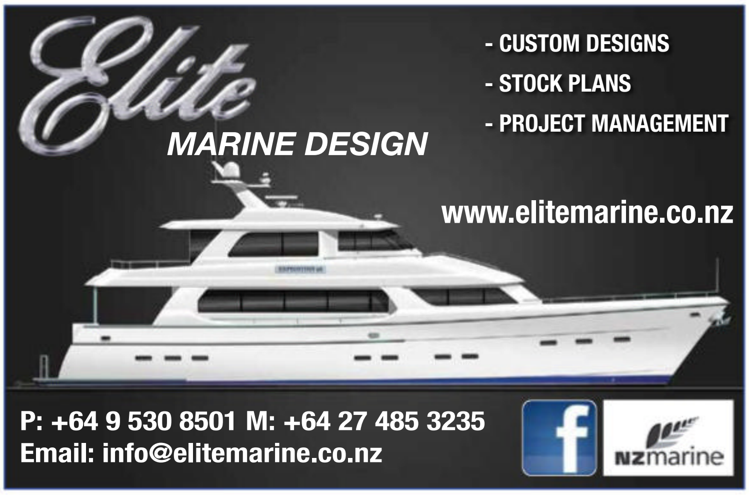

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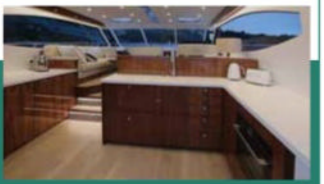

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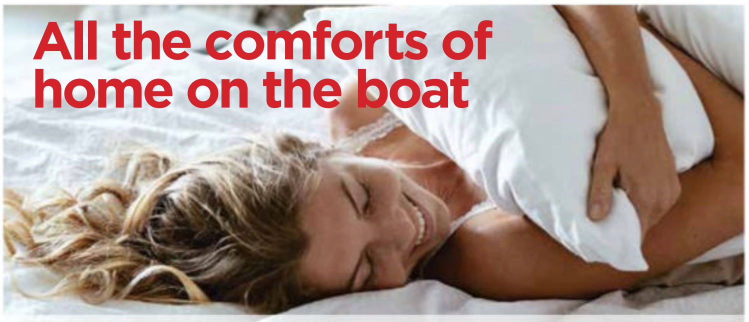
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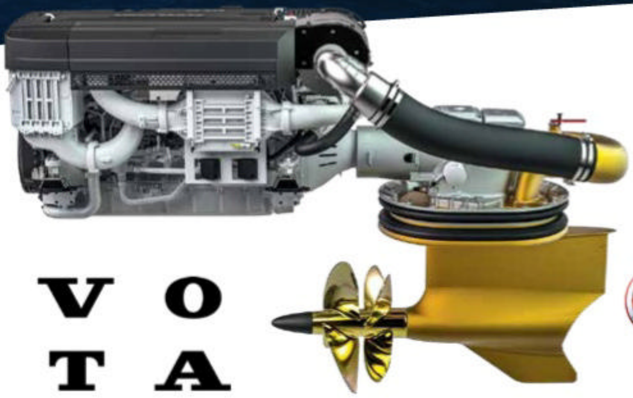

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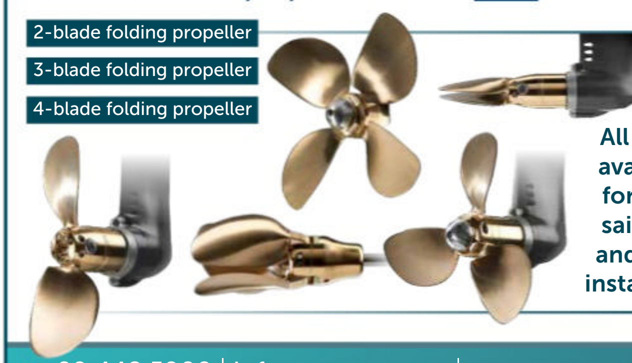

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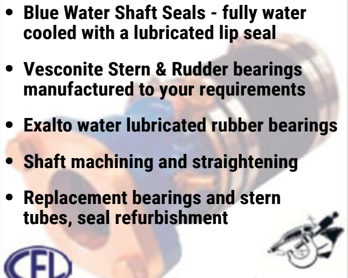

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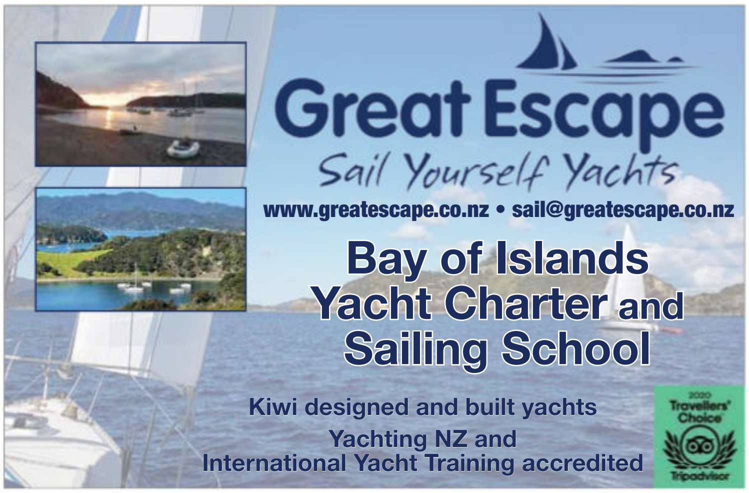

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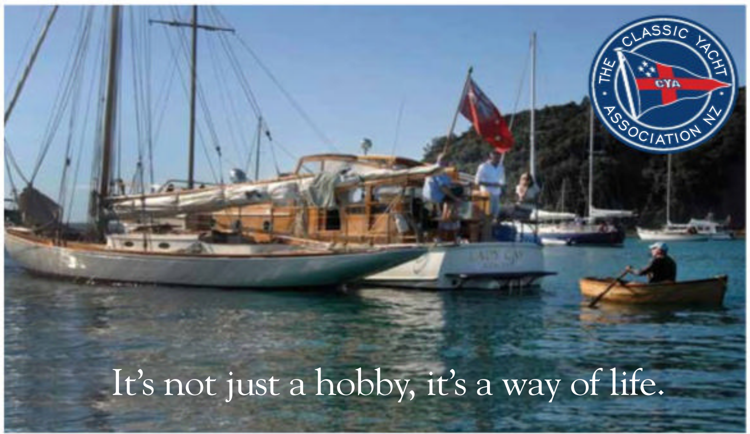

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